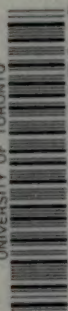


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HISTORY
OF THE
GREAT LAKES

ILLUSTRATED

IN TWO VOLUMES

VOLUME II.

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CHICAGO:
J. H. BEERS & CO.
1899.



HISTORY

GREAT LAKES

ILLUSTRATED

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IN THREE VOLUMES

VOLUME I

FROM THE PRESS OF WILSON, HUMPHREYS & CO.,
FOURTH ST., LOGANSPORT, IND.

BIOGRAPHICAL.



Harvey D. Goulden.



Henry D. Jones

BIOGRAPHICAL.



HARVEY D. GOULDER is acknowledged to be foremost among that brilliant array of legal talent now practicing in the United States courts, and especially in the district and circuit courts of the lake

region. He is a son of Christopher D. and Barbara Goulder, and was born in Cleveland, March 7, 1853. His father was master of lake craft for many years.

After having completed his education in the public schools of Cleveland, from which he graduated at the age of sixteen, Mr. Goulder commenced the life of a sailor before the mast on his father's vessel. During the season of navigation he passed his life on the lakes, applying himself to completing his education in winter months, so that he might fit himself for his chosen profession, that of law, and all during life he has been a close and varied reader, familiarizing himself with the best thoughts of great minds. He entered the law office of Tyler & Dennison, where he remained during the winter of 1870. In the spring of 1871 he entered the employ of Alcott, Horton & Co., dry goods dealers, in Cleveland, as entry clerk, and continued in that employ for a period of two years, meanwhile carrying forward his legal studies under the tuition of the late John E. Cary, an Admiralty lawyer of much ability. It was during his service on the lakes that Mr. Goulder obtained much of that technical and essential knowledge so valuable in the trial of Admiralty cases. His is a knowledge of experience and association,

and many an unwilling witness, surprised by the accuracy of detail and disarmed by a familiar phrase, has forgotten his allegiance to his ship and owner and recounted the facts of a collision as they actually occurred. It is through the possession of this knowledge that he is enabled to prepare his briefs in such a clean, concise and forcible manner. He was so far advanced in his legal studies as to be able to pass the legal examination before he arrived at the age required for admission to the Bar. He took the examination, and was admitted in the spring of 1875. Immediately afterward he formed a partnership with John F. Weh; this, however, lasted but a short time, as Mr. Weh soon afterward was appointed assistant city solicitor. Thereafter Mr. Goulder continued the practice of law with Alexander Hadden and various others, and at times alone, directing his attention practically to the conduct of cases in Admiralty, marine insurance, and, to some extent, corporations. In January, 1893, he associated with him as a partner, S. H. Holding, which relation still continues.

Mr. Goulder, although comparatively a young man, has, perhaps, gained more prominence as a technical maritime counselor than any attorney ever before the Admiralty courts. His legal knowledge and methods are accurate, and he is forceful and eloquent of speech. He is usually found on one side or the other of every case in Admiralty that comes before any of the courts of the lake region, and is never defeated where precedent is nearly equal. He has long since been acknowledged as the peer of any attorney at law, and accepted these encomiums with that modest

assurance that they are true, so charming in a really capable man. In the contention over the proposed erection of a railroad bridge across the river at Detroit, Mr. Goulder has been an earnest and outspoken opponent of any plan that shall impede the navigation of that channel. It would not be out of place to say, that, to his untiring devotion to the lake interests in opposition to the plans of the railroad managers, is largely due the fact that the river is free of artificial obstructions. As a citizen he has invariably supported measures that look to the advancement of the interests of the municipality, its upbuilding and improvement. His advice has been sought in the plans for improvement of the harbor of Cleveland, and for widening the Cuyahoga river, and in fact on all measures concerning the shipping interests of the Great Lakes.

Mr. Goulder was employed as counsel by the Cleveland Vessel Owners Association, and has been counsel for the Lake Carriers Association since its organization. He is a prominent member of the Cleveland Chamber of Commerce, and previous to the organization of that body was a member of the Board of Trade and Board of Industry. In all these bodies the impress of his personality has been felt, and his influence wielded for the best interests of all. With the late Hon. George H. Ely, the late Gen. O. M. Poe, and others connected with vessel interests and commercial bodies, Mr. Goulder has at various times appeared before congressional committees in the matter of measures required for the improvement of the waterways of the Great Lakes, deepening of the channels, and improving the commercial advantages of water transportation. He was among those who were most urgent for the establishment of a twenty-foot channel through the lakes and connecting rivers, and into the principal harbors. The wisdom of this movement has, during the past few years, become apparent, as it permitted the construction of ore, coal and grain carriers of great size, by means of which the cost of transportation is largely reduced. His activity in all matters connected with the lake interests has made Mr.

Goulder well known to the heads of departments in Washington, the Bureau of Navigation, the Naval Intelligence Bureau, the Bureau of Lighthouses Installation, the chief of the Army Engineers, the Hydrographic Bureau, and indeed of all other departments having intimate or remote connection with the navigation of the inland waters of the country.

Mr. Goulder's intimate connection with marine matters, and his extensive practice, has brought him in association with business men generally in the lake and river cities, from Duluth to Montreal, and he is by all admired for his sterling character and genial fellowship. Commanding and impressive in personality, with a full, rich voice, accurate and distinct in enunciation, plain and forceful in reasoning, he is a power before a court or jury. In argument, he rarely allows his voice to rise above a conversational tone; the plain, accurate words have preference; and his reasoning is cogent and entirely free from stilt. Mr. Goulder's mind is distinctively judicial, and his ability to strip a mass of testimony of its verbiage, to reconcile confusions, juxtapose contradictory truths, and evolve from the whole a line of action consistent with the conduct of ordinary mortals in ordinary affairs puts an end to many paper-cases of his opponents. The close application which a large and widely scattered practice demands has not crowded out nor dulled an unusually friendly nature, and a more delightful companion it would be difficult to find. The joyousness of youth has continued with him, and abides in perfect harmony with the dignity of manhood, neither dominating nor suppressing, but rounding into one, mollifying the asperities traditionally associated with minds imbued with legal lore. Evenly honest in opinion, the verdict of those who know him well is that "He is distinguished by a cool, clear, thinking head, and a plain, firm judgment."

Mr. Goulder's fine physique, united with his intellectual powers, makes him a good specimen of the better manhood. It is to be believed that Miss Mary F. Rankin found no difficulty in recognizing the qualities mentioned, as their romance resulted in

marriage November 11, 1878. Mrs. Goulder is a daughter of Rev. J. E. Rankin, D. D., at one time pastor of the First Congregational Church of Washington, D. C.

CAPTAIN ALEXANDER McDougall, inventor of the whaleback or monitor type of lake vessel, and founder of the American Steel Barge Company, at Duluth, is a man of great force of character and of rare ability as an executive. The head of the lakes, or in other terms Duluth and Superior, has been productive of many prosperous and substantial enterprises. Concerns which a few years ago were in their infancy or had passed a short time of weak existence, are to-day among the foremost in enterprise and prosperity, and their importance is recognized throughout the entire chain of lakes. The most prominent among these is the American Steel Barge Co., under the management of Captain McDougall. To have reached this prominence in the ship building industry with a wholly new type of vessel such as the monitor assuredly is, in so short a time, required ability, perseverance, a consummate knowledge of business affairs, untiring energy, and, above all, unerring judgment. That these qualities were innate in the Captain is abundantly proven by his standing in the business world to-day. But for the tenacity of purpose and the unyielding determination which has been characteristic of all notable inventors, scores of prosperous manufacturing towns requiring the employment of vast numbers of skilled workmen, would not now be in existence. The cities of Duluth and Superior make a parallel. If Captain McDougall had not preserved his faith in the utility of his cigar-shaped vessels over a quarter of a century ago, and had not held to his convictions through all adverse criticism, the whaleback would not now have been an important factor in lake transportation, and it is possible that the denizens of those two cities would not have witnessed the launch of any class of vessel. Although the captain had conceived the design of his type of vessel as early as 1872, he had not been able to impart his confidence or accumulate sufficient funds to demonstrate the feasibility of his

views until 1887, when his first barge 101 was launched, and her success as a seaworthy freight carrier soon determined the practicability of his theory. With a life-sized model in demonstration he was no longer considered a visionary, and in January, 1889, Eastern capitalists became interested in his invention, and the American Steel Barge Company was organized, a plant erected in Duluth and the construction of the whaleback begun. Besides the other whalebacks constructed by this company, it owns thirty-five of all classes built on its own account, and one can more readily compute the value of this magnificent property when it is considered that they will carry 100,000 tons of cargo each trip, and making fifteen trips would move 1,500,000 tons during the season.

Captain McDougall first came on the lakes in 1861, and was made second mate of the passenger steamer Ironsides in 1863, plying to Lake Superior, and remained on her until July, 1865, when he transferred to the steamer Iron City as mate, holding that office until the spring of 1866, being then appointed mate to side-wheel steamer Illinois. His next office was mate on the steamer Meteor. In 1870 he was appointed master of the steamer Thomas A. Scott, holding that office until September, when he was transferred to the iron steamer Japan, which he brought out new, sailing her until the fall of 1875. The next spring he assumed command of the passenger steamer City of Duluth, operated by the Lake Superior and Lake Michigan Transportation Company, and sailed her successfully three years. In the spring of 1878 he was appointed master of the steamer Hiawatha, which office he held until 1881, when he retired from active ship life aboard and went into business in Duluth, and it was at this period that he perfected his plans for the production of the whaleback type of vessel, now so familiar on the lakes. He spent much time in travel on business lines in Europe, to secure his patents, the results of which may be read in another volume of this work. The only vessel which bears his name is the last addition to the fleet of the American Steel Barge Company, launched

at their shipyard in West Superior in July, 1898, a whaleback in every way worthy of the honor of bearing the name of the inventor and promoter. This steamer was christened by his little daughter, Emmeline.

The family homestead is pleasantly situated in Duluth.

CAPTAIN DONALD MILLOY, as he is courteously known among the marine fraternity, is a gentleman who has experienced a useful life in the sailing world. He is the only surviving member of a large family of stalwart sons, every one of whom made his career upon the Great Lakes. His brothers numbered nine, and he had two sisters. Milloy's wharf has become a landmark of Toronto, at the foot of Yonge street; it has been so long a leasehold of Captain Milloy, one of nature's finest men, intellectually and physically.

Capt. Donald Milloy was born in Ayrshire, Scotland, in 1837, and was about six years of age when his parents transplanted him to Canada, and settled in the county of Brant. His education was well looked after in the common schools of that district and in the city of Brantford. When he was eighteen years of age, in 1855, he entered the shipping office of Messrs. M. I. Borst & Co, on Brown's wharf, foot of Church street, in Toronto. The company was at that time one of the principal firms of forwarders and wharfingers in Canada. For two years Captain Milloy remained with them, then he sailed as assistant purser on the big passenger steamer *Champion*, of which his brother Capt. Peter Milloy was commander. That vessel plied between Toronto and Oswego. Shortly afterward our subject was advanced to the position of purser on the steamer *Zimmerman*, sailing in the passenger and freight business between Niagara and Toronto, under charge of Capt. Duncan Milloy, another brother. That position he held for about five years, until 1862, when he conceived the idea of going into the vessel-owning business himself. His first venture as owner was in the sailing vessel *Kenosha*, which he bought from the late Col. Sheppard, of Chicago. At that time the *Kenosha* had the largest

carrying capacity of any vessel sailing through the Welland canal, being capable of carrying 17,000 bushels of wheat, and Captain Milloy put her on the route between Chicago and Kingston. Finally he sold her to Christie & Kerr, and they ran her in connection with their Severn river lumber mills. Meantime, in the year 1864, Captain Milloy had leased the Yonge street wharf in Toronto, where he has carried on a general wharfinger business ever since, except during the years 1894-95.

When the American war closed Captain Milloy went to Halifax in 1867, and purchased the blockade runner *Let-Her-B* from Mr. Budd, a Southerner, who lived in Halifax as representative of a Charleston firm of influential merchants, who were winding up their business. The *Let-Her-B* was the best vessel they had to dispose of, and bringing her to Sorel on the St. Lawrence river, she was wintered there. At Quebec, Captain Milloy, in 1868, had her cut in two and then towed up through the canals to the upper lakes. After having her rebuilt and remodeled as a passenger vessel at Buffalo, he named her the *Chicora*, and took her to Collingwood in September, 1868, where the following season she was used by the Ontario government to carry the mails between Collingwood and Fort William, Dominion Confederation not having been accomplished at that time. She was chosen by the Sandfield Macdonald government because of her speed, which was rendered possible by the fine quality of her engines, having been particularly constructed to run the blockade. She made a fortune for her American owners on the run between Nassau, Wilmington and Charlotte during the war. The *Chicora* proved useful also at the time of the Red River rebellion in 1870 by carrying troops and supplies to Fort William. She took General Wolseley and his troops up to the Red river settlement, and later brought them back to Collingwood. In 1872 Captain Milloy sold the *Chicora* to Sir Frank Smith and the late Noah Barnhard, directors of the Northern railroad, and the former still owns her. Captain Milloy bought the steamer *Silver Spray* the following year and

ran her from Toronto to Niagara and Port Dalhousie. He sold her the following winter to Capt. Tate Robertson, who took her to Georgian Bay. His next vessel was the steamer *City of Montreal*, which he bought in Chatham from the Merchants Bank. He put her under command of Capt. Thomas Leach, and ran her between Toronto and Oswego for two years, and between Cleveland and Port Stanley for one year, then, in 1877, he sold his interest in her to Hagarty & Grasett, of Toronto. That was practically the end of Captain Milloy's vessel owning, except an interest he retained in the fleet of the Richelieu & Ontario Navigation Company.

After disposing of his vessel, he devoted his attention to the wharf business at Toronto for a number of years, finally buying in 1882 a magnificent farm of 600 acres near Paris, Ontario, which he has appropriately named Oak Park Stock Farm. His attention is now divided between the farm and his wharf interests in Toronto, both of which enterprises are under efficient management. Recently he erected on his farm one of the largest, if not the largest, and most complete barns in Canada, and there he also has a delightful and commodious residence.

Captain Milloy is still a bachelor; in politics he is a Liberal; and in religion is a Presbyterian.

LEEDS H. WEEKS was born in Brownhelm, Lorain Co., Ohio, in 1843, son of Lawrence D. Weeks, a pioneer shipbuilder and owner. Captain Weeks commenced sailing at an early age and when he was twenty-one was in command of the schooner *Idaho*, which was owned by his father. Subsequently he sailed as mate and seaman in a number of vessels, being the master of the scow *H. H. Hines*, engaged in the lumber trade between Alpena and Cleveland, in 1880. During the next three seasons he was master of the schooners *C. P. Minch*, *W. S. Crosthwaite*, *Crosby*, and *B. F. Bruce*, respectively. During the winter of 1883 he rebuilt the *Oregon* in Buffalo, sailing her for two months of the next season. He sailed the *Horace B.*

Tuttle for a time that year, and then went to Trenton, Michigan, to oversee the building of the steamer *J. C. Gilchrist*. Captain Weeks was in the employ of the *Gilchrist* line for many years, being commodore, captain, and in charge of all the building and extensive repairs. After the *J. C. Gilchrist* was completed, he took her out new and sailed her until the close of that season, 1890. In 1891, Captain Weeks brought out the new steamer *W. H. Gilcher*, sailed her all that season and until October 12, 1892, when she was lost with all hands in a storm on Lake Michigan. During his long and active connection with the lake marine, Captain Weeks became interested in a number of vessels. At the time of his death he owned shares in the *Gilcher*, *Craig*, *Minch*, *Bruce*, *Oregon*, and *Hiawatha*.

In 1868, he was married to Miss Gertrude Lyman, of Sandusky, who was born in Germany and removed to the United States at the age of ten years. Their children were Hattie, who died at the age of five years; Sarah, now Mrs. W. E. Beely, of Vermilion; and Lawrence D., who is chief engineer of the steamer *J. C. Lockwood*.

LAWRENCE D. WEEKS, who was chief engineer of the steamer *J. C. Lockwood* during the season of 1896, was born in Vermilion, Ohio, in 1869, his father being Captain Leeds H. Weeks, a well known vessel master. He attended school in Vermilion until he was fourteen years of age, when he commenced sailing. From that time until twenty years of age, he studied in Cleveland every winter, first in the *Spencerian Business College* and then in the *Case School of Applied Science*. He continued to live in Vermilion until he was twenty-two years of age, when he removed to Cleveland.

The first vessel on which he sailed was the schooner *B. F. Bruce*, of which his father was master. Then he became wheelsman on the steamers *Horace B. Tuttle*, *Oregon*, and *J. C. Gilchrist* in turn, later going on the *Gilchrist* as oiler while his father was master of her. Then for two years he was oiler on the steamer *John Craig*, receiving his papers as first assistant

engineer the winter he was twenty-one years of age. The following season he was second engineer of the *Craig*, serving during the ensuing winter as mechanical draughtsman for the Frontier Iron Works, of Detroit. During the season of 1892 he was second engineer of the *Cumberland*. While the World's Fair was in progress in Chicago, he was at the head of the mechanical department of the exhibit of Charles P. Willard & Co. This firm operated eight launches and yachts on the World's Fair grounds, and Mr. Weeks was responsible for the proper operation of all the machinery contained in them. After the close of the Fair, he became second engineer of the steamer *A. P. Wright*, holding this position through the season of 1894. He went as chief engineer of the steamer *A. L. Hopkins*, in the early part of the season of 1895, in July of that year becoming chief engineer of the steamer *Olympia*. That winter he was mechanical draughtsman for the Cleveland Ship Building Co., and in his leisure time he took up the study of electricity and theoretical mechanics. He was chief engineer of the *J. C. Lockwood* during 1896.

In January, 1896, Mr. Weeks was married to Miss Mary McAulay, of Cleveland.

RICHARD BEAUBIEN (deceased), who in his lifetime was one of the leading ice and coal dealers of Detroit, was born in that city in 1821, and for years was a marine surveyor. He owned a large dockage along the river, and for many years was in the tug business with Anthime Moisan, under the firm name of the Beaubien Tug Company. The firm name remains unchanged, as, since the death of Mr. Beaubien, his widow has continued to hold his interest and to take an active part in its management. The firm known as the Beaubien Ice Company now has for its president Mrs. Beaubien; S. P. O'Brien, vice-president, and John R. Long, secretary, and under the wise control of these parties does a large and lucrative business.

In 1866 Mr. Beaubien was united in marriage with Miss Frances S. Coquillard, of South Bend, Ind., and of this union

were born three children, one of whom is now deceased. Those living are: (1) Josephine, wife of S. P. O'Brien, vice-president of the ice company, by whom she has three children—Maurice B., Richard B. and Henriette J. (2) Edna Blanche, wife of John R. Long, secretary of the ice company, by whom she has three children—Carlisle R., Beatricia Ellenor and John Cornelius.

Richard Beaubien was a Democrat in his political faith, and in religious belief accepted the teachings of the Roman Catholic Church. He passed to his last rest June 21, 1896, honored and respected by all.

GEORGE WASHINGTON JONES, one of the best known of the earlier lake shipbuilders, was the third son of Augustus Jones, and inherited his father's skill, possessing great ingenuity in the science of vessel construction. He invented and used many of the era-marking improvements which contributed so largely to the development of the lake marine. At the age of ten he accompanied his maternal uncle, Enoch Murdock, to the Western Reserve of Ohio, joining his father at Black River, now Lorain, Ohio, where the latter had established a shipyard. On reaching the Hudson river it was found to be frozen, and in order to cross the ice they sold the ox-team and rigged a sleigh with sails, which was propelled by wind. The remainder of the journey was made by horse and wagon, and the travelers at length reached their new home in the forest of Ohio, two months after their departure from New England. For several winters following, Mr. Jones attended a country school, walking three miles through the woods, morning and night. The educational advantages offered by the schools of those early days were very limited, but he made the most of them, and largely through his own efforts became a well-informed man of sound judgment.

When his school life was ended Mr. Jones was placed in charge of the home farm, as his father and brothers were engaged in ship building at various places on the lakes. It was intended that he should

remain a farmer, not only because it was necessary that one of the family should be with the mother, but because the father felt that one of his sons should follow some other occupation. Washington secretly resented the idea that he was less fit than his brothers for shipbuilding, and entreated his father to give him the desired instruction, but to no purpose. About this time a traveling draughtsman came to Black River, and the determined young man went promptly to see him. In return for instruction he offered the gentleman the little money he had and a pair of new boots—his most precious possession. Arrangements were made, and for several months following all his leisure hours were spent in acquiring a knowledge of planning and draughting vessels. Not long afterward a boat was to be built at Conneaut. The father and sons were busy, and there seemed to be no one to care for the new enterprise. Washington regarded this as his opportunity, and asked to be allowed to superintend the work. His father's astonishment knew no bounds, and he was asked what he knew about shipbuilding. He replied that he could build the boat and, no other course being open, a reluctant consent was given. The amateur shipbuilder started for the scene of his first effort full of hope and determination. Many predicted a failure, as his methods were new and often original. The result was a success, the steamer North America came together in fine shape, and Washington Jones was acknowledged a master builder at the age of twenty-one.

After the death of the father the sons separated, each choosing a lake city as his home. The exact number of vessels built by George Washington Jones is not known. Among them were the following: Steamer North America, built at Conneaut in 1833; steamer Constitution, 1837; schooner John Jacob Astor, 112 tons, 1835; brig Ramsey Crooks, 1836; schooner Algonquin; George Watson, 1841; steamer Empire, 1844; propeller Phoenix, 1845; steamer Hendrick Hudson, 1846; steamer Buckeye State, 1852; schooner W. F. Allen, 1853; Jersey City, 1854 or '55; schooners Tracy J. Brunson, Belle Walbridge, Gertrude and Kyle

Spangler, dates unknown; schooner Wing of the Morning and propeller Dick Tinto, 1854; schooner Drake, 1855; L. J. Farwell, G. D. Norris and W. S. Scott, 1856; Levi Rawson, 1861; William Jones and bark Franz Sigel, 1862; schooner P. S. Marsh, 1867; and steam barge Nahant, 1873. Several of these were built at Black River under the firm name of William Jones & Co. The bark Phoenix, a pioneer packet between Chicago and Buffalo, was built and commanded by Capt. George Washington Jones. The John Jacob Astor was built for the Hudson Bay Fur Company, and was the first American vessel on Lake Superior, taking the place of the Indian bateaux in carrying supplies to the traders. The frames for this boat were made at Black River, and carried by boat to Sault Ste. Marie, whence they were portaged over to the shores of Lake Superior, where she was completed and launched. On her first voyage Stannard rock was discovered by the captain and named in his honor. A great lighthouse now stands on that rock. The steamer Empire was built in Cleveland in 1844, and was the first steamer in the United States to carry over 1,000 tons, being 200 tons larger than any on salt or fresh water. Her exact measurement was 1,136 tons and she made the trip from Buffalo to Cleveland in twelve hours and twenty-five minutes. She was magnificently equipped and was veritably a floating palace. She was the first boat ever launched sidewise, and to her was first applied the arch (the invention of the builder) and afterward universally adopted. The Eureka was fitted out by Mr. Jones in 1848 to take the famous "forty-niners" around the Horn to California in search of gold. The barge Nahant was the last built by him in 1873, and soon afterward he transferred his marine property from sail to steam vessels. To Captain Jones is given the credit as instigator of the steamer Onoko, the forerunner of the great fleets of steel steamers which now ply the lakes.

Captain Jones married Miss Sarah R. Tenney, of Orwell, Vermont, and all of the five children born to them are living. He passed to his rest October 9, 1894, at

the age of eighty-two years, after a well-spent life. Mrs. Jones, with other members of the family, still resides at the old homestead, No. 326 Pearl street, Cleveland, Ohio.

CAPTAIN JAMES S. DUNHAM is widely known as one of the most enterprising and influential business men in the region of the Great American Lakes, and particularly of the city of Chicago. He first became a resident of that city in 1854, when it still was in embryo, and since that time he has attained marked prominence in many of the measures having for their object the growth and prosperity of the city. He is a man of quick comprehension, decision of character and self reliance, and has steadily worked his way to the front by the right employment of those qualities and system of good business methods.

Captain Dunham is a son of James and Rebecca (Sears) Dunham, and was born at Balston Spa, Saratoga Co., N. Y., January 31, 1837. After attending school until he reached the age of fourteen years, he began his marine career in the humble capacity of cook on a Hudson river sloop, for which services he received the modest compensation of three dollars per month, and during the next three years he gained further experience in the mysteries of marine life in various capacities on different vessels.

In the year 1854 Captain Dunham decided to go west, locating in Chicago. The succeeding three years he engaged in the towing business, and before he reached the age of twenty was considered fully confident to take master's berth on steam tugs. In the spring of 1857 he was part owner and master of the tug A. C. Gunnison, and he took that boat and the tug G. Mosher from Chicago to New Orleans, La., by way of the Illinois and Michigan canal and Illinois river, and down the Mississippi, these being the first craft of that kind which had ever made the passage from lake to gulf. He operated the two tugs in the vicinity of New Orleans until 1861. When the war of the Rebellion became an assured fact the Confederates confiscated the tug G. Mosher, which afterward was instrumental in causing the man-of-war Hartford, Admiral Farra-

gut's flagship, considerable trouble by towing a fire raft up to that ship and setting her on fire shortly after she had passed the forts below New Orleans. Soon after the confiscation of the Mosher, Capt. Dunham left New Orleans with the tug A. C. Gunnison, for Mobile, Ala., where he was constrained to transport a battery of Confederate artillery to Fort Morgan, at the entrance of Mobile bay, to occupy that fortification. Thence he went to Pensacola, Fla., and was there arrested under the charge of being a Northern man (notwithstanding the aid and comfort he had been forced to render to the Southern cause), and his remaining tug was confiscated. He was sent north and arrived in Troy, N. Y., in May, 1861, after an absence of four years.

Sometime after Captain Dunham took passage for Philadelphia, and during the winter of 1861-62 he built a tug boat, which he named the Little Giant (after Stephen A. Douglas), and sailed her to Chicago by way of Delaware and Raritan canal to New York harbor, thence by the Hudson river and New York and Erie canal to Buffalo, and by the lakes to his port of destination, thus encircling a course that to our knowledge has not yet been repeated. Arriving at Chicago, he again took up the lines of his marine life, and from that time commenced to acquire the large property interests of which he is now possessed. His business broadened rapidly, and, besides the steamboats, schooners and lighters in which he is interested, he owns twenty tugs, sixteen of which are stationed at Chicago and four at South Chicago. Several of these tugs are operated in connection with the Dunham Towing and Wrecking Company, of which he has been president since its organization. He is also president and general manager of the Chicago Steamship Company, and of the Chicago Transit Company. He has always taken an active part in the municipal affairs of Chicago, and while he was alderman made it his special care to look after the marine interests as necessity demanded. He was instrumental in introducing and bringing to its passage the harbor ordinance, whereby the powers of the harbor masters were increased and



J. S. Dimham

the bridges put under the direct supervision of the vessel dispatcher. It was also through his wisdom and foresight that the fire-tug system was conceived and adopted for service on the Chicago river (and it may be said that this was the first introduction of the fire-tug service at any harbor on the lakes). The value of the assistance rendered by these boats was soon apparent, and the system was adopted by all of the larger lake ports.

As president of the Chicago River Improvement Association Captain Dunham has been unremitting in his efforts to secure the deepening and the widening of the channel of the Chicago river in order that it may become adequate to the commercial requirement demanded of it. He has persistently worked with the object in view of securing a uniform depth of twenty feet of water and the removal of obstructions to navigation. It is due to his incessant labor and representation that the general government consented to assume jurisdiction over the Chicago river in the matter of dredging and other improvements, and the city and the commerce in general are now enjoying some of the good results accruing from an appropriation of \$750,000 made by Congress to be applied to dredging the river. Not content with the action on the part of the government, he is endeavoring to prevail upon the municipality of further sinking the crown of the tunnels under the river, as there is now but sixteen feet of water over them.

Captain Dunham does not limit his business qualifications to the interests of his own city, but applies them to the good of commerce generally. He has been an active member of the International Deep Waterways Association, and performs the duties of treasurer. He has always been prominently identified with the Lake Carriers Association since its inception under the present constitution, and was honored by that body at its last annual convention by being chosen its president for the term of 1898, doubtless in recognition of his activity and success in obtaining concessions from the government in forwarding necessary aids to navigation.

Although not an ardent secret society

man, the Captain is a veteran Master Mason. He is also a member of the Union League Club, the Union Club and the Marquette Club.

Captain Dunham was wedded to Miss Mary Ellen Brown, of Ashtabula, Ohio, on January 8, 1867. The children born to this union are: Robert J., and Ella M., Anna M., and Walter (now deceased). The family homestead is situated in Chicago at No. 29 Bellevue Place.

AUGUSTUS JONES, one of the pioneer shipbuilders on the lakes, was born in Essex, Conn., in 1782, and belonged to a race of sea captains and ship builders. The early part of his career was passed in New England, and during the war of 1812, when the British burned the ships in the Connecticut river, his vessels were destroyed. As a compensation the government granted him a tract of land at Black River, now Lorain, Ohio, and he started for the Western Reserve with an ox-team and covered wagon. No record is left of the perils and privations of this journey, but he certainly experienced all the hardships which the pioneers were forced to endure when traveling to what was then the Far West. After a struggle of two years he had established a shipyard, built a log house, and made a home for his family, who then joined him. Mr. Jones worked at various points on the lakes, but retained his home at Black River until his death in 1841, at the age of fifty-nine years.

Mr. Jones married Saba Murdock, of Saybrook, Conn., a lady of education and refinement, who heroically endured her lot, and died from the effects of hardships incident to life on the frontier. Their children were: William Augustus; Benjamin Buel; George Washington; Frederick Nelson; James Madison; Maria, wife of Captain Whittaker; Fannie, wife of Capt. Joel McQueen; Mehitabel, wife of A. C. Jones, clerk on a steamboat; and Marie Antoinette, wife of Sir Francis Drake, a descendant of the celebrated English navigator. For several years the father and sons were associated in shipbuilding, but after his death they established individual shipyards

at Lorain, Milwaukee, Cleveland, Buffalo and Detroit. Altogether the Jones family was one of the most noted in the development of the lake marine.

ALEXANDER MILNE. More than sixty years ago, when the profession of marine engineer on the Great Lakes was new and poorly supplied, Alexander Milne came to the United States from his home in Aberdeen, Scotland. He left his native land at the instance of the Royal Mail line, a Canadian steamship company which carried the mails for the subjects of the Queen along the great fresh-water seas. The now varied commerce of the lakes was in its infancy then, and all classes of experienced seamen were difficult to secure, so that many followers of the sea in other land were attracted to this corner of the world. Among them was Alexander Milne, who founded what is perhaps the most important family of marine engineers on the Great Lakes. He was born in Aberdeen, Scotland, in the year 1809, and had followed the profession of marine engineering from the earliest engagement he was able to secure. During the years he was connected with the Royal Mail line he was chief engineer of the fleet, and the important and responsible duties which devolved upon him were ably and conscientiously performed. Among the vessels of this line whose machinery he directed were the *Commodore Berry*, on which he was sailing when it was lost; the *Admiral*, *Princess Royal*, *City of Kingston*, *City of Toronto*, *Transit* and *Scotland*.

He married Miss Bessie Vair, of Berwickshire, Scotland. Their children were James, who died in infancy; George B., chief engineer of the propeller *J. H. Devereux*; John, who is deceased; Alexander, chief engineer of the side-wheel steamer *Alexandria*; William, chief engineer of the propeller *Niagara*; Thomas, chief engineer of the propeller *Melbourne*; and Jessie, deceased.

GEORGE B. MILNE. Forty years or more have been spent by George Bannerman Milne, chief engineer of the *J. H. Devereux*, in the commercial marine of the Great

Lakes. He was born in Glenburnie, New York, his mother being in that city on a visit, in 1838. His father was Alexander Milne, a Scotch engineer who came to America a short time after the year 1830 to become chief engineer of the Royal Mail line, and who resided at that time, in Canada. George B. Milne spent his early days in school, afterward becoming time-keeper in the Dry Dock Engine Works of Montreal, which were owned by the firm Milne & Milne, his uncle, John A. Milne, being one of the proprietors. He spent eight years at various times in this establishment, becoming a skillful machinist and engineer. He commenced sailing in 1856, that year placing the engines in the new steamer *Tinto*, and running them for three months afterward. After the *Tinto* burned, which occurred while she was on her way up Lake Ontario, seventeen lives being lost at the time, he returned to Oswego where he made his headquarters for some time, and became engineer of the steamer *Cincinnati*, whose name was afterward changed to the *City of Hamilton*. He spent five years in this vessel, after which he was engineer successively of the steamers *Avon*, which later had the *Tinto's* engines, and the *Jacques Cartier*. After being with the *Cartier* for two seasons, he accepted a contract with the firm of Gilbert & Bartley, engine builders, to the lake *St. John* to place a pair of engines in the steamer *Metabetchouen*. He remained with this boat two seasons. Her name was later changed to *The Pioneer*. In 1861 he assumed charge of the engine room of the steamer *Nicolet*, being made master after he had been in her two months. He spent two years in Vermont and the East as contractor, building docks, piers, etc., and one steamer, after which he went to Quebec and commanded successively the steamers *Conqueror No. 1*, *James G. Ross*, *Progress* and *M. Stevenson*. For a time he was engineer of the *St. Lawrence Steam Navigation Company*, which operated thirty-eight vessels. He changed from one vessel to another very often, as his duties required, and thus saw service on nearly all the fleet. Then he went to Oswego again and took

the steamer *Flora*, leaving her at the close of the season, and sailing as chief in the steamer *Samuel Marshall* for the two seasons following. In 1892 and 1893 he had charge of the engine room of the *Viking*, and in 1894 he was chief in the *Elfin-Mere* and the *Arundel* successively. During a part of the season of 1895 he was in the employ of the Detroit Ferry Company, in the steamer *Fortune*, being in the steamer *Chisholm* the remainder of the year. He was chief engineer of the *Devereux* during the season of 1896 and 1897.

In 1868 Mr. Milne was married to Miss Margaret D. McBean, of Athol Mills, Prescott county, Ontario. Their children are McBean, a Baptist clergyman in Detroit; George M., a marine engineer; Mortimer, Annie, Charles, Russell, Christina, Lorne, William and Inez. A daughter, Addie, is deceased.

GEORGE M. MILNE. One of a race of marine engineers, and with the examples of his father, his father's brothers and his grandfather before him, it was more than natural that George Malcolm Milne should early aspire to holding the throttle on a big lake carrier. His grandfather, Alexander Milne, who was born in Scotland in 1809, came to America in the thirties to become engineer-in-chief of the Royal Mail line, and his father, George B. Milne, has been a marine engineer for forty years, being now chief engineer of the *Devereux*.

George M. Milne was born in 1871 in Rigaud, Province of Quebec, near the site of the Rigaud Cement Works, which were and are still the property of his father. He was educated in the public schools of Detroit and Oswego, in which cities his parents lived while he was a youth. He spent some time in the locomotive works of the D. L. & W. railroad, in Oswego, and in the year 1890 he began sailing on the Great Lakes. During his first season he was oiler on the propeller *Onoko*. Then he served in the same capacity on the *Philip Minch*, later assuming charge of the electric plant of the "Clifton House" in Chicago. He did not hold his position long as he was desirous of returning to the lakes, and the

next year he became second engineer of the propeller *Elfin-Mere*. From this vessel he went to the *Arundel*, also as second engineer, and thence to the propeller *Garland*, as chief. The following year, 1895, he was chief engineer of the propeller *Germania*, during 1896, he was chief engineer of the *Devereux*, under his father, and in 1898 again chief engineer of the steamer *Garland* for the Detroit, Belle Isle & Windsor Ferry Company.

CAPTAIN FRANK W. WHEELER is at the head of the most prolific shipbuilding plant on the lakes, and during the twenty-two years he have been engaged in the business there have been launched from his yard, or more definitely speaking, by the company of which he is president, one hundred and seventy-six vessels, many of them of the largest and most modern type, of both wood and steel. He has created a notable industry, which has not only prospered him but enhanced the prosperity of the locality in which his works are situated, through the employment of labor and stimulation of business, and added largely to the facilities of lake commerce. The work turned out under his direction stands the test of storms, living gales and dangers from ice, and he has a right to be proud of it.

Mr. Wheeler was born at Chaumont, near Clayton, N. Y., March 2, 1853, and is the son of Chesley and Eliza (Hasselton) Wheeler. The father was a ship builder and carried on a shipyard in New York State, and in the fall of 1866 removed with his family to Saginaw, Mich., where he resumed business. It was in that city that F. W. Wheeler acquired his education, passing through the high school, after which he took an active working interest in the shipyard with his father, and gained much of the practical experience so necessary to his present business prosperity. He did not devote his entire time to the detail work of the shipyard, however, as he sailed some, and the knowledge of the proper handling of a steamboat thus acquired warranted him in applying for a license, which was granted, and he now holds his ninth issue of first-class master's papers,

which recite that he is fully qualified to navigate steam vessels on all the lakes and their connecting waters. Although his ship-building industry prevents him from entertaining political aspirations, he is a public spirited citizen and represented his district, the Tenth Michigan, in the Fifty-first Congress, but declined renomination.

In 1875, about a year before he associated with his father in ship building, F. W. Wheeler was united by marriage to Miss Eva, daughter of Joseph and Eliza Armstrong, of Saginaw, and to this union one daughter, May Frances, was born. The family homestead is situated at the corner of Van Buren and Center streets, Bay City, Michigan.

Captain Wheeler was about twenty-three years old when he entered the ship-building business on his own account. This was in 1876, and the site was near where the approach to the Third street bridge, spanning the Saginaw river, now stands. While his enterprise was quite modest at that time, consisting mostly in rebuilding and repair work, he built six small vessels the first three years, the first one launched being the passenger propeller Mary Martini, in 1877. In 1880 he commenced the construction of the larger class of vessels, which became so numerous as the years passed that they will be tabulated in this article.

In 1889 the firm of F. W. Wheeler & Co. was incorporated, with a capital stock of \$500,000, the officers being F. W. Wheeler, president; H. T. Wickes, vice-president; John S. Porter, treasurer, and C. W. Stiver, secretary. Additional land was secured along the Saginaw river front to accommodate the enlarged enterprise, and a steel plant of the most modern machinery purchased and the keel laid for the steel passenger steamer City of Chicago, which was launched in June, 1890. The company then continued to build both wood and steel vessels until the summer of 1896, when the yard for the building of wooden ships was occupied by additional machinery and buildings to better facilitate the work on steel vessels, which gave the company a continuous front on the Saginaw river for the steel shipbuilding industry of 2,500 feet

and running back to Washington street, thus enabling them to build seven 500 feet steel vessels simultaneously, and eight large ones have been on the stocks at one time, the register tonnage of which was 32,000. The yard is now equipped with two Brown hoists, each of 6,000 pounds capacity; one balanced cantilever Brown hoist, with a capacity of about 25,000 pounds; two McMyler hoists, each of 20,000 pounds capacity; and one locomotive crane of the Brown type, with a capacity of 20,000 pounds, the speed of the track being 200 feet per minute, of the trolley 500 feet, and of the hoist 150 feet. In the fall of 1891 a fully equipped plant and tools were added to the works of the company for the construction of modern marine engines and machinery, since which time the company has built the engines for their steamers.

F. W. Wheeler & Co. was the first concern on the lakes to make an effort to secure work for the United States navy, and but for a certain clause in the treaty between the United States and Great Britain they would have been awarded the contract for the construction of the steamer Bancroft. The steamers built at this yard for ocean service comprise the Mackinaw and Keweenaw, which were launched in sections and put together at Montreal; the Yula which went to Central American waters; four United States lightships; and the powerful tugs W. G. Wilmot, Robert W. Wilmot and the William H. Brown, all for service on the Gulf of Mexico. The fine steel steamer Centurion was thus named for the honor of being No. 100 on the builders' list, and the keel was laid on Captain Wheeler's fortieth birthday. She was a noble work for a birthday of less than half a century, being the largest vessel on the lakes at the time she was launched, in 1893. The table which follows will present to the reader evidence of the industry and enterprise of Captain Wheeler and the other members of the company.

LIST OF BOATS CONSTRUCTED BY F. W. WHEELER
& CO.

- 1877—stmr. Mary Martini; tug Luther Westover,
125 tons.
1878—stmr. Christie Forbes, 51 tons.

1879—bge. Hannah B.; Marian Teller, tug, 33 tons; C. W. Licken, tug, 36 tons.

1880—stmr. Lycoming, 1609 tons; Conemaugh, stmr., 1609 tons; Charles Cuyler, tug.

1881—tug Maud S., 45 tons; Saginaw Valley, stmr., 112 tons; Fred McBryer, stmr.

1882—ferry Handy Boy, 25 tons; Galatea, schooner, 825 tons; Osceola, stmr., 980 tons.

1883—stmr. Kittie M. Forbes, 968 tons; tug Sarah M. Smith, 45 tons.

1884—schr. Frank W. Wheeler; schr. Alta, 936 tons; Tempens, tug, 14 tons; stmr. Waldo A. Avery, 1294 tons.

1885—stmr. Thomas S. Christie, 769 tons; stmr. A. Folsom, 841 tons; B. W. Arnold, stmr., 944 tons.

1886—schr. H. A. Hawgood, 1276 tons; Ossifrage, stmr., 432 tons; stmr. Wm. H. Stevens, 1332 tons; W. R. Stafford, stmr., 744 tons; schr. Mabel Wilson, 1224 tons.

1887—stmr. Wm. H. Gratwick, 1688 tons; stmr. Frank W. Wheeler, 1688; Sitka, stmr., 1790; Gogebic, stmr., 1620.

1888—stmr. Mecosta, 1776; stmr. Elfin Mere, 1054; Thomas Adams, stmr., 1810; Geo. W. Morley, stmr., 1054; schr. Moravia, 1067 tons; stmr. Robert L. Freyer, 1810 tons; stmr. Soo City, 670 tons; Servia, stmr., 1425 tons; schr. Frank D. Ewen, 882 tons; stmr. Eber Ward, 1843 tons; stmr. John V. Moran, 1350 tons.

1889—stmr. Geo. W. Roby, 1843 tons; stmr. John M. Nicol, 2126 tons; John Mitchell, stmr., 1865 tons; Fedora, stmr., 1848 tons; News Boy, stmr., 199 tons; stmr. Romeo, 61 tons; tug Monarch, 95 tons; Juliet, stmr., 61 tons; John Plankinton, stmr., 1821 tons; Plow Boy, stmr., 114 tons; Post Boy, stmr., 123 tons; tug Lulu Eddy, 19 tons; Fred. B., tug, 16 tons; stmr. Geo. F. Williams, 1888 tons; stmr. Geo. Houghton, 332 tons; schr. C. J. Fillmore, 410 tons; schr. John A. Francombe, 658 tons; dredge Dredge No. 2.

1890—stmr. Nyanza, 1888 tons; schr. C. A. Tuxbury, 680 tons; schr. C. E. Redfern, 680 tons; stmr. W. H. Sawyer, 747 tons; stmr. Edward Smith, 748 tons; stmr. City of Chicago, (steel) 1164 tons; stmr. Emily P. Weed, (steel) 2362 tons; stmr. Mackinaw, (steel) 2578 tons; schr. Newell A. Eddy, (steel) 1271 tons; schr. Olive Jeanette, 1272 tons.

1891—stmr. Keweenaw, (steel) 2511 tons; stmr. Tampa, 1972 tons; stmr. C. H. Bradley, 804 tons; car ferry Michigan, (steel); stmr. F. & P. M. No. 5, 1722 tons; stmr. W. F. Sauber, 2053 tons; stmr. Sailor Boy, 162 tons; Tosco, stmr., 2051 tons; scows, Two scows; tug Yula, (steel) 340 tons.

1892—U. S. lightship (iron) No. 51; U. S. lightship, (iron) No. 52; U. S. lightship, (iron) No. 53; U. S. lightship, (iron) No. 54; stmr. Uganda, 2054 tons; stmr. W. H. Gilbert, (steel) 2856 tons; tug W. G. Wilmot, (steel) 150 tons; schr. J. C. Fitzpatrick, 1270 tons, stmr. C. F. Bielman, 2056 tons.

1893—stmr. Wm. H. Gratwick, (steel) 2878 tons; stmr. S. S. Curry, (steel) 3260 tons; stmr. Merida, (steel) 3261 tons; schr., Mary McLachten, 1394 tons; stmr. S. R. Doty, 2056 tons; stmr. George Stone, 1841 tons; schr. Edward McWilliams, 744 tons; stmr. Centurion, (steel) 3401 tons; schr. Yukon, 1602 tons.

1894—tug Fashion, 29 tons.

1894—stmr. Minnie E. Helton, 632 tons; ferry Pleasure, 489 tons.

1895—stmr. John J. McWilliams, (steel) 3400 tons; yacht Wapiti, (steel) 88 tons; stmr. J. Watson Stephenson, 639 tons; stmr. Penobscot, 3502 tons; tug Silver Spray, 98 tons; stmr. Simon J. Murphy, (steel) 1381 tons; stmr. Katahdin, (steel) 1381 tons.

1896—stmr. S. C. Waldo, (steel), 4244 tons; stmr. City of Bangor, (steel) 3690 tons; stmr. E. W. Ogebay, (steel) 3666 tons; stmr. Lagonda, (steel) 3647 tons; stmr. George Stevenson, (steel) 4584 tons; schr. James Nasmyth, (steel) 3422 tons; Sir Isaac L. Bell, schr., (steel) 3419 tons; car ferry Pere Marquette, (steel) 5580 tons.

1897—schr. W. Le Baron Jenny, (steel); stmr. Niagara, (steel); tug Robert W. Wilmot, (steel); tug Wm. H. Brown, (steel).

1898—stmr. Samuel F. B. Morse, (steel); schr. John Fritz, (steel); schr. John Roebing, (steel).

The engine being constructed at F. W. Wheeler & Co.'s works for the new steamer Samuel F. B. Morse will be the largest on the lakes, and is quadruple compound, the cylinders being 26½, 37, 54½ and 80 by 42 inches stroke. The crank shafts are hollow, and the bed plate for this great machine has been cast in one piece—a notable departure from cast-iron.

EDWARD TYRRELL, who was born at Toledo, Ohio, April 14, 1844, was a son of Thomas and Kate (Cummerford) Tyrrell, of Syracuse, N. Y., who were among the early pioneers of Toledo, having located at that port in the fall of 1837, when there were but a few houses in the settlement and the present prosperous city still in embryo. The father, being a carpenter and contractor, soon bettered his condition in the rapidly growing town.

After attending school until he reached the age of sixteen years, Edward, the subject of this sketch, was appointed to learn the machinist's trade in Mr. H. Moore's shop, where he remained three years, and since that time has been employed steadily not only in machine shops, but in the engine rooms of the best lake steamers, so that he has been known as one of the most finished and capable machinists in Toledo. Immediately after finishing his trade, he entered the employ of the government, and worked in the shops at Cincinnati and Parkersburg, W. Va., during the last year of the Civil war, the year of 1865 closing while he was engineer of a switch locomotive on the Baltimore & Ohio railroad. In 1866 he returned to Toledo and went to work in the Wabash railroad shops as machinist, remaining there two years.

Mr. Tyrrell commenced his lake-faring life on the propeller Sun, plying between

Port Sarnia, Ontario, Buffalo and Chicago as first assistant engineer, his chief being the well-known marine engineer, Frank Lang. After serving in that capacity on the Sun two years, he stopped ashore at Toledo and entered the employ of Messrs. Horton & Kinesser, but in the spring of 1871 he again shipped as first assistant engineer, this time on the propeller St. Louis, of the Union Steamboat line, remaining until October, when again he went to work as machinist in the Wabash railroad shops in Toledo. The following spring he was appointed second engineer of the steamer P. H. Birkhead, and on July 4 he received chief's papers from Thomas Fitzpatrick, then local inspector at Cleveland, and took charge of the machinery of the Birkhead. That fall, after laying his steamer up, he went to work in the machine shop of David & Shaw, of Toledo, where he remained until July, 1873, when he was appointed chief engineer of the steamer Mary Pringle, and at the close of the season he entered the employ of the Novelty Works, remaining until April of the following year, when he accepted a place as chief engineer of the Mitchell & Rowland sawmill. The next three years were passed in the shop of Jonathan Smith, as machinist, and in 1879, he again entered the employ of Mitchell & Rowland Lumber Company, remaining with them until the concern was destroyed by fire, after which he went as chief engineer with E. H. H. Smith & Halderman until March 17, when he left and took charge of the Brush Electric Light Company. This was the first electric light plant in Toledo. The following year he returned to the shop of Smith & Halderman, and remained there four years as machinist. This was followed by three years in the same capacity in the shop of Mr. E. McClery. After being employed a short time in the machine shop of George Hartley and Mitchell & Rowland, he again returned to Smith & Halderman and remained with them until 1895, when he entered the shop of the Ohio Railroad Company.

In the spring of 1896 Mr. Tyrrell returned to his lake-faring life as chief engineer of the steamer Mary Pringle, on which he

closed the season. After giving universal satisfaction in all of his many occupations, he is now taking a well-earned rest. He is an ardent member of the Marine Engineers Beneficial Association, and a charter member of the Machinists National Association and of Machinists Association No. 105.

Mr. Tyrrell was united by marriage to Miss Jennie Finerty, of Sandusky, Ohio, in 1872. Four children—Carrie, Catherine, William and Francis—have been born to this union. The family homestead is at No. 1118 Washington street, and is filled with all the comforts of home life.

JOSEPH R. OLDHAM was born in 1848, in Liverpool, England. His father's family were old Lancashire people, but his mother was Scotch, her family having come from Edinburgh to England in 1836.

Mr. Oldham's first experience in iron-shipbuilding was gained under Duncan McDonald, and Peter McNidder, of Denny's of Dumbarton. He received his early theoretical education from Edward Arnold, a chief draughtsman at the Royal Navy Yard in England, becoming a student of naval architecture with him at Ramsey in 1864. He was for several years draughtsman at the Eagle Engine Works, Bootle, and the Caledonian Engine Works, Preston. Being a thorough and ambitious man, he now rose in his profession in connection with draughting and building iron ships, and was employed by Gilbert S. Goodwin, consulting engineer and chief engineer surveyor of the Veritas, as draughtsman and out-door assistant for five years. In 1874 he became surveyor to Lloyd's at Sunderland, showing the greatest diligence, care, and efficiency in prosecuting work that he was appointed to superintend. Mr. Oldham is a man of good presence, courteous and gentlemanly, and there is no hesitancy in saying that to these qualities, coupled with his thorough knowledge of the requisites of a surveyor, he owes his rapid advancement in his profession. He has been employed in the Liverpool offices of the Veritas, The Inland Lloyd's Register, and the Record of the American and Foreign Shipping.

Mr. Oldham came to America more than

ten years ago, and first opened an office in Buffalo, N. Y. He came supported with excellent recommendations from most of the principal shipbuilders and shipowners of England, amongst whom are included Sir James Laing, J. P. Lloyd's committeeman, Suez Canal commissioner, chairman of the River Wear Commissioners, etc.; Messrs. Palmer of Jarrow-on-Tyne, the superintendent of the Cunard Steam Ship Co., the Underwriters Registry for Iron Vessels, the Chief Surveyor of the Veritas, etc. His knowledge as a superintendent and consulting engineer soon created a demand for his services in this country. He remained in Buffalo but a short time, removing to Cleveland in 1888, where he has since resided, accepting a position in 1890 with the Globe Iron Works Company, for which company he designed such well known steamers as the *Castalia*, *Republic*, and others of equal size and prominence on the lakes. He has also been employed as special expert marine appraiser by the United States Government. Mr. Oldham is Lloyd's Agent, Underwriters' Surveyor, and is a member of the Society of Naval Architects and Marine Engineers, the Civil Engineers of Cleveland, Ohio, the Mechanical Engineers and The Engineers Club of New York.

Mr. Oldham was united in marriage to Miss Annie E. S. Banks, of Liverpool, England, in 1874. Nine children have been born to them, five of whom are living: G. Ashton, Amy L., John L., Mabel A. and Annie J. It is the purpose of Mr. Oldham to have the eldest son, G. Ashton, follow the same line of business as himself, as he has been so successful as a workman in the shipyards, hence he will take a course of scientific training at Cornell University, Ithaca, N. Y. Mr. Oldham, though a quiet member of the Republican party, has done useful service with his pen for the protection of American shipping. He was one of the Republican reception committee of the National Republican League of 1895, and is a member of the Tippecanoe Club. As a writer on maritime matters, the subject of this sketch is well known, and we may mention the pamphlets "North American Lake Steamers versus Ocean Cargo Steam-

ers," published in 1891; "Screw Steamships and Tow Barge Efficiency," and the "Great Lakes Register of Shipping," published in 1883. He has recently contributed several articles to *Cassier's Magazine* under the titles of "Structural Strength of Ships and Improved Arrangement for Repairing without Diminution of Strength;" "Shipbuilding and Transportation on the Great Lakes," and "Analysis of Lake and Ocean Steamship Models and Efficiency of Propelling Machinery."

Mr. Oldham is a member of the Society of Naval Architects and Marine Engineers, and of the Cleveland Chamber of Commerce Maritime Committee; and he acts as a member of the vestry of Emmanuel Church.

CAPTAIN STEPHEN B. GRUMMOND, in his lifetime one of Detroit's foremost business men and vessel owners, was born September 18, 1834, near what is now Marine City, on the St. Clair river, Mich., a son of Stephen and Mary (Harrow) Grummond. The mother, who died in 1877, was of Scotch descent, and was a daughter of Alexander Harrow, who came to Michigan while it was under English rule, and for many years was connected with the British navy as commander of sloops of war. The father of our subject was born in the western part of New York State, whence, in 1807, he came to Michigan and settled on the right bank of the St. Clair river, where he kept a general store, and accumulated a competency, dying in 1856.

Capt. Stephen B. Grummond passed his early life in St. Clair county, and, early evincing a liking for the life of a sailor, at the age of fifteen years began his business career by securing a position on a lake vessel, his winters being spent in school. When eighteen years old, with the savings of his own industry, and with some aid from his father, he purchased a vessel which he sailed for several years, retiring from the command of her in 1855. He then moved to Detroit, bought another vessel, and ever after was more or less engaged in buying, selling and running vessels of various kinds. By enterprise and straightforward business meth-

ods he secured a vast deal of business, and among his many ventures may be mentioned a profitable tug and wrecking business, which is now one of the largest on the lakes. He was also owner of Grummond's line of steamers, his business extending from year to year until he became recognized as one of the principal owners of lake vessels. In fact, he succeeded in accumulating a large fortune, which he invested in Detroit real estate and various business enterprises. He died January 3, 1894, after a lingering illness.

On December 18, 1861, Captain Grummond married Miss Louisa B. Prouty, of Detroit, and by her had a family of eleven children, some of whom are deceased. In politics the Captain was a Democrat until the election of Abraham Lincoln, after which he was an earnest supporter of Republican principles. In municipal affairs he held several of the most prominent offices in the government of his adopted city, including that of mayor. Socially, he was a man of broad and generous impulses, and at all times among the foremost in aiding every good and deserving work.

CAPTAIN BENJAMIN BOUTELL stands as a just and upright man, and has ever lived and walked as such. He has hosts of friends, and is acknowledged to be one of the most deservedly popular citizens of Bay City, Mich. By good business methods, united with untiring industry, he has acquired an abundance of this world's goods, but does not set his heart upon them, as his courtesy and humanity to man are wide, though unostentatious.

The Captain is a son of Daniel and Betsey (Adams) Boutell, his mother being grand-niece of John Q. Adams. She was born in Syracuse, N. Y., in 1808, a daughter of Benjamin Adams, while her husband was a native of New Hampshire, born in 1800, and a son of Henry Boutell. When quite a small boy Daniel Boutell removed with his parents to Syracuse, N. Y., where he met and married Miss Betsey Adams, in 1824, after which they lived for some years in that city, Mr. Boutell being engaged in building and selling canal boats. Then,

anticipating Horace Greeley's advice to "go West," he went to Deerfield township, Livingston Co., Mich., making the entire journey in his own conveyance—a covered emigrant wagon—being seven weeks upon the way. He purchased a large farm, redeemed it from the virgin forest, and erected upon it a residence. It was here that Benjamin Boutell, the subject of this article, was born August 17, 1844. The family remained on this farm and worked it to the best advantage until 1857, when they removed to Birch Run, Mich., where the father erected a hotel which he designated "The Half-Way House," it being equidistant between the towns of Flint and Saginaw. After conducting this hostelry successfully for two years he removed to Bay City where he purchased the old "Sherman House," which stood on the southeast corner of Water and Third streets, and rebuilt it, changing the name to "Boutell House." He again established himself in the hotel business which he carried on until June, 1865, when the structure was destroyed by fire. During the progress of the conflagration Mr. Boutell contracted a severe cold, which settled on his lungs, and he died from the effects of the same in the spring of 1866. He had lived a busy and useful life, and had made friends in every quarter. The wife and mother was laid to rest in 1880, aged seventy-two years.

Capt. Ben Boutell, as he is familiarly known, has also lived a busy and useful life. In his boyhood he helped his father on the farm and in the hotel, attending the public schools as he had opportunity until the spring of 1865, when he adopted the life of a sailor, shipping as wheelsman on the steam tug Wave. The next year he was promoted to the position of mate in the same boat. In the spring of 1867 he took out his first government papers, and was appointed master of the steamer Ajax, the amount of his salary to be governed by the net cash he cleared. The Ajax was a small side-wheel tug, and was owned by a Bay City bank, but she was tied up for debt, the creditors having a keeper aboard. It devolved upon the Captain to free his boat from the clutches of the law before he could



B. B. Smith

with the intention of making a fortune in the West, and having the entire company was to be organized in a profitable way, and working business, which is now one of the largest in the city. He was the owner of a considerable lot of land, and the business was conducted in a profitable manner. He was the owner of a large number of boats, and the business was conducted in a profitable manner. He was the owner of a large number of boats, and the business was conducted in a profitable manner.

The business was conducted in a profitable manner, and the company was organized in a profitable way. He was the owner of a large number of boats, and the business was conducted in a profitable manner. He was the owner of a large number of boats, and the business was conducted in a profitable manner. He was the owner of a large number of boats, and the business was conducted in a profitable manner.

stands as a general principle, and has ever lived and worked in the city. He was the owner of a large number of boats, and the business was conducted in a profitable manner. He was the owner of a large number of boats, and the business was conducted in a profitable manner. He was the owner of a large number of boats, and the business was conducted in a profitable manner.

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Following Horace Greeley's advice to "go West," he went to Oscoda township, Livingston Co., Mich., making the entire journey in his own person—a covered emigrant wagon—being seven weeks upon the way. He purchased a large farm, redeemed it from the virgin forest, and erected upon it a residence. It was here that Benjamin Boutell, the subject of this article, was born August 17, 1844. The family remained on this farm and worked it to the best advantage until 1857, when they removed to Bay City, Mich., where the father erected a hotel which he designated "The Half Way House," a long and distant between the towns of Flint and Saginaw. After remaining in the country successfully for two years he removed to Bay City where he purchased the old "Hawthorn House," which had been the residence of a Mr. and Mrs. T. L. T. and he built it up as the "Half Way House." He engaged in the hotel business which he carried on until June, 1865, when the structure was destroyed by fire. During the progress of the conflagration Mr. Boutell contracted a severe cold, which settled on his lungs, and he died from the effects of the same in the spring of 1866. He had lived a long and useful life, and had made himself a very quiet man. The wife and mother was still living in 1880, aged 60 years.

Capt. Ben Boutell, as he is familiarly known, has also lived a busy and useful life. In his boyhood he helped his father on the farm and in the hotel, attending the public schools as he had opportunity until the spring of 1865, when he adopted the life of a sailor, shipping as wheelsman on the steam tug Wave. The next year he was promoted to the position of mate in the same boat. In the spring of 1867 he took out his first government papers, and was appointed master of the steamer Ajax, the amount of his salary to be governed by the net cash he cleared. The Ajax was a small side-wheel tug, and was owned by a Bay City bank, but she was tied up for debt, the creditors having a keeper aboard. It devolved upon the Captain to free his boat from the clutches of the law before he could



B. Bortell

sail her. Preliminary to this act he shipped an engineer, Samuel Jones, whose salary, like the Captain's, was conditional; and a colored cook, known as Aunt Kittie, who weighed about 240 pounds. They formed a combination for strategy to rid themselves of the keeper. The heavy line by which the steamer was attached to the dock was replaced by one half an inch thick, and the Captain had a sharp knife. The engineer got up plenty of steam, and when all was ready Captain Boutell advised the keeper, who was a big man, to get off the boat as he was going to sail. The man demurred, and the Captain, who had not yet gained the fine physical proportions which he has since developed, was somewhat afraid to tackle him; but finally, when the man was not observing, he stepped up and after some mysterious moves the big keeper was overboard into the river. The Captain then cut the slight line that held the Ajax and she steamed away. The keeper swam to the dock and crawled out of the water. Captain Boutell, the engineer and the cook ran the tug that fall, sawing the wood she burned, and performing all the other work, clearing for the owners \$6,000.

In the spring of 1868 he took command of the side-wheel steamer Runnels, sailing her until June in the passenger trade between Bay City and Oscoda. This steamer he left on account of illness, but closed the season as mate with Capt. William Mitchell in the tug Union. In 1869 he entered into partnership with Mr. Mitchell, under the firm name of Mitchell & Boutell, doing general towing business. They started with the Union, and purchased the tug Annie Moiles, Captain Boutell sailing the former, Captain Mitchell the latter. These conditions existed until December, 1870, when the Union was destroyed by fire on Saginaw bay, the crew escaping in the yawl boat. The next spring the Captain took charge of the Annie Moiles, and sailed her until the fall of 1876. They then built the steamer Westover, and Captain Boutell sailed her five seasons. In the meantime the firm had purchased the tugs Laketon and Music. It was in 1875 that they commenced to buy barges, and when the firm dissolved in 1887

they owned quite a fleet, consisting of the Nelson, Favorite, Emma L. Mayes, Roscius, Seminole and others, besides the tugs. In the division Captain Boutell took the tugs and raft-towing business, and Captain Mitchell the lake barges. During that winter the steamer Folsom was built to the order of Captain Boutell.

In the spring of 1888 the Captain associated with P. C. Smith in the raft-towing business under the firm name of Boutell & Smith, which continues in force at this writing, and during the past ten years the industry of raft-towing under his management has been revolutionized to so great a degree as to keep pace with any other branch of traffic on the Great Lakes. The first year the Captain confined himself to towing on the rivers tributary to the Saginaw, but since then his field of operations has been greatly enlarged. The firm has steadily added to their fleet of large tugs, which now consists of the powerful tugs Traveler, Niagara, Boscobel, Winslow, Sweepstakes, Charlton, Peter Smith, Ella M. Smith, Charlie O. Smith, Annie Moiles, R. H. Weidemann, Robert Emmet, Luther Westover, Sea Gull, Lulu Eddy, Mary E. Pierce, Sarah Smith and Florence. This business is conducted by Captain Boutell under the title of the Saginaw Bay Towing Company, and the fleet is the finest afloat for towing and wrecking purposes, many of the tugs being built especially for the business. It is difficult to realize the magnitude of this enterprise in log-towing, but an idea may be gained from the statement that the average business of the company has been 150,000,000 feet in big rafts and timber during the last ten years, two seasons it being as high as 300,000,000 feet. In addition to the above vessel property, Captain Boutell owns, individually, the steamers Charles A. Eddy, whose registered tonnage is 2,075, and Hiram W. Sibley, of 1,418 tons, and also the schooner Twin Sisters.

Captain Boutell founded the Marine Iron Works in Bay City in 1892, and five years later bought the coal business of C. H. Clump, in which he established his two sons, Frederick E. and William H., under the firm name of Boutell Brothers & Co., a

nephew of the Captain representing the company. In 1897 he also organized the Excelsior Foundry Company, which makes all the heavy casting used in F. W. Wheeler's shipyard. Among the other branches of business with which he is identified is the Commercial Bank of Bay City, in which he is a stockholder and director; is president of the Boutell Transportation Company; president of the Hampton Transportation Company; president of the Marine Iron Company; president of the Excelsior Iron Company; president of the Saginaw Bay Towing Company; and vice-president of the Business Men's Association. He is also a heavy owner and dealer in real estate in and around Bay City. Every enterprise with which he is connected evidences in some degree the vigor and force of his character.

On December 22, 1869, Captain Boutell was united in marriage with Miss Amelia C. Dudtlenger, of Arenac, Mich., and three sons—Frederick E., William H. and Benny—were born of this union; the last named died when four years old. The family residence, which is in accord with the excellent taste of the wife and mother, is situated at the corner of Madison and Fifth streets, Bay City, Michigan.

CAPTAIN JOHN BROWN, perhaps in the employ of the old Northern Transportation Company, a longer time than any other skipper on the lakes, and one of the very few pioneer steamboat masters now living, was born near Brockville, Ont., in 1826, and having what may be termed an iron constitution, tall and robust, of great vigor and strong vitality, he is still in active employment in the shops of Adams Bagnal Electric Company, of Cleveland. He is the son of John and Mary (Robbins) Brown, his mother being a daughter of Robert Robbins, of Perth, Canada. Shortly after his birth John's parents removed to the United States, landing at Waddington, afterward going to Lewisville, St. Lawrence county, then to Canton, and finally locating at Ogdensburg, N. Y., in March, 1839.

It was out of that city that Capt. John Brown first shipped, in the fall of 1839, on

the topsail schooner Ontario, this berth lasting but two months, and it seems to have answered the purpose for a time, as it was a very boisterous fall, and we find him working ashore the next four years, one year in a foundry, and three years at the coopering trade in Ogdensburg. The season following he shipped on various vessels, closing on the brig Wabash; the season of 1847 being passed in much the same way, but closing with young Brown as mate on the schooner J. B. Collins. In the spring of 1848 he was appointed mate on the schooner Young Leopard, with Capt. George Rogers.

The next season Captain Brown turned his attention to steamboats, and entered the employ of the St. Lawrence and Lake Ontario Steamship Company, as wheelsman on the steamer Northerner, holding that position two seasons, followed by a like berth on the steamer Niagara the next year, and in the spring of 1852 was made second mate on the Niagara. In 1853 he entered the employ of the Northern Transportation Company as second mate of the steamer Granite State, but after two months on this boat he was made mate and pilot of the propeller Michigan, serving on her three months, then became master of the J. W. Brooks, and after twelve days, the boiler giving out, he transferred the cargo to the propeller Cleveland, laying her up in the fall, after which he made a trip to Dunkirk and Buffalo with the Granite State, laying her up in Cleveland. In 1854 he joined the Wisconsin as mate, with Capt. Luke Hickey, and during the Captain's absence sailed her two trips.

In 1855 he came out with Captain Rosman as mate of the Lady of the Lakes, but did not make the round trip, as he was appointed master of the Bay State, which propeller he sailed the next season, and was in Cleveland with her on the day of Mr. Buchanan's election to the Presidency. In the month of August, 1856, while Captain Brown was in command of the Bay State, a beautiful and unusual mirage presented itself on Lake Ontario, and was seen by those on board the propeller, while on the passage from Niagara to Genesee river. It took place just as the sun was setting—

twelve vessels were seen reflected on the horizon in an inverted position, with a clearness truly surprising. The sky was overcast with a thick haze, such as is seen before a storm, and of a color favorable to represent, upon a darkened background, clearly the outlines of the rigging and sails as perfectly as if the vessels were themselves actually transferred to the clouds. This unusual phenomenon lasted until darkness threw a veil over the picture.

Late in December, 1856, while sailing the Bay State from Port Dalhousie to Ogdensburg, when off "Devil's Nose," the valve stem broke. Captain Brown asked his engineer if a substitute could be made on board; he said "no," that he would have to go to a shop and have a new one made. Being about ten miles off shore, the Captain manned a boat, and sent the clerk and engineer ashore; they landed fifteen miles above Genesee, where they hired their boat hauled to Charlotte, and then went by stage to Rochester to shop. In the meantime Captain Brown tried to sail into Genesee river, but failed, bringing up nine miles below, on account of drifting in a southwest wind, dropping anchor in ten fathoms of water. About midnight the wind shifted to the northwest, turning severely cold, it blowing about a half gale. He then "let go" his second anchor, his boat by this time being so "iced up" that she was "down by the head" some eighteen inches. Next day at noon, Captain Brown started to make a substitute for a valve stem, which he accomplished by using a "rolling brace," and substituting the kitchen stove for a forge. It was at this point when Pat Laughlin said, "By gob, Captain, if you make her go I'll spind fifty cints to get your name put in the paper." But "make her go" he did, and though the gland was let off, which necessitated a delay of some hours to let steam go down, he finally started the engines and steamed into Genesee river. The engineer from the shore concluded, from the sparks which were thrown in profusion in getting under way, that the Bay State was on fire, and reported to the authorities she had burned and sunk with all hands. Captain Brown

went on shore, and hiring a carriage, went "post haste" to Rochester, and telegraphed to the agent at Oswego that all was well and the Bay State in port. His message arrived just as the wrecking tug was casting off her line to go to his assistance. During the gale the propeller Ogdensburg had tried to go to his assistance, but was compelled to put back. Captain Brown remained on the Bay State until the close of navigation in 1857.

In the spring of 1858 he sailed the propeller Vermont, and the next three seasons was master of the Bay State until September 23, 1862, when he left her in charge of Capt. William Marshall, went to Cleveland, and took charge of the propeller Maine, sailing her until the close of the season of 1862, having moved with his family to Cleveland in May of that year.

In the fall of 1862 he was censured on account of a slight accident on the Maine, and in 1863 was offered the captaincy of the Vermont, which he promptly refused and went as mate on the Tioga, and on her second trip her boiler gave out, scalding and killing four men. During the repairing of this boat he took charge of the City of Boston, making the trip from Cleveland to Chicago and back to Detroit, during the illness of her master, Capt. John Condwell.

In 1864 he sailed the Susquehanna, chartered by the Erie line, from the W. T. Co. In 1865 he was mate on the Granite State, with Capt. Ira Bishop, three trips, when he was transferred to the propeller Wisconsin, finishing that and the next season on her. In 1867 he was captain of the propeller Akron, and the next season mate of the propeller Norman, with Capt. John McKay, making two trips to Lake Superior, after which he went to Cleveland and worked in Stevens & Presley's shipyard, having been appointed by Superintendent Keating to take charge of the construction of the new boats building for the Northern Transportation Company, which were the City of Concord, Nashua, St. Albans and Lawrence.

After the completion of this work, in the fall of 1868, Captain Brown went to Detroit and took command of the propeller

Young America, and sailed her the three following seasons. About November 20, 1871, an interesting feat, which resulted in the liberation of an ice-bound fleet in the Welland canal, was performed by Captain Brown while in command of the propeller Young America. He took the back track far enough to wind about, and then came down past the fleet stern first, breaking the ice with the current from his wheel all the way through, for which act he got a good-sized check from his company. In the spring of 1872 he brought out the propeller City of Boston, and sailed her in the passenger trade from Cleveland to Duluth, until July 9, 1873, when he returned to the Cleveland shipyard work. His next berth that season was mate with Capt. Peter July on the propeller Glasgow, making three trips, after which he was engaged as wrecking master for the Mercantile Insurance Company. In 1874 he went to Port Huron as mate and pilot on the wrecking tug Rescue. He raised the S. D. R. Watson, and the schooner Chicago Board of Trade was raised, but they had to let her sink again on account of rough weather. They then went to work on the John Dunn, but did not get her. Captain Brown then took command of the wrecking tug, Captain Garrison being called home.

In 1875 he again raised the Chicago Board of Trade and took her to Buffalo, and continued his wrecking operations through the season of 1876. In 1877 he joined the steamer D. M. Wilson as mate, holding that berth through the next season. On one trip coming down the boat stopped at Wilson's dock to take some merchandise, when a stranger, in the shape of a black bear, came on board and treed the lookout. Captain Brown took an ax to do up bruin, driving the ax to the helve in bruin's back, and, after having several hand-to-hand encounters with him, finally came off victor, the bear being found nearly dead on shore next morning. In 1879 he was still mate of the D. M. Wilson. In 1880 he was appointed captain of the Main street bridge. In June, 1882, he went to work in Stevens & Presley's shipyard, in Cleveland. In 1886-87-88 he was again captain of the Main street

bridge, and during Mayors Gardner and Rose's terms was captain of the Seneca street bridge. In 1893-94 he worked in the shipyard and took Mark Hanna's yacht Comanche to Prescott, Ont. In 1895, he stopped ashore and enjoyed a well-earned rest, during the winter acting as watchman in the New England block. In 1896 he went to work for the Brush Electric Company, and during the winter entered the employ of the Adams Bagnal Electric Company. During the year of 1898 Captain Brown again took the Comanche to Prescott, and later the Algonquin and Onondaga, all three being for government use in the late Spanish-American war. The two latter he took to Ogdensburg to be cut in two in order to get them to the coast.

Socially, Captain Brown is a member of the Odd Fellows, having joined the order in Ogdensburg in 1855.

On December 31, 1846, Captain Brown was wedded to Miss Ann Jane Richardson, of Ogdensburg. Seven children were born to this union: Mary Agnes, the widow of J. F. Pennrich; Frances Esther, the widow of A. L. Pennrich; George Erastus; Capt. John F., a lake ship master; and Amos Douglass, chief electrician for the Adams Bagnal Electric Company, and for six and a half years prior to this was in Shanghai, China, in the employ of the Brush Electric Company, being the first man to introduce the incandescent lights in China and Japan; and Alice Theodocia, now Mrs. W. E. Kelly. One son died at Ogdensburg, aged five years. Captain and Mrs. Brown celebrated their golden wedding on New Year's eve, 1896. The members of the family present on the happy occasion were three daughters, three sons, seven grandsons, seven granddaughters and five great-grandsons. The family residence is at No. 24 Geneva street, Cleveland, Ohio.

CAPTAIN MARTIN A. GUNDERSON is a worthy representative of that highly respected and honored class of Chicago's citizens, whose lives have been mostly spent upon the lakes. He was born in Norway, in 1835, a son of Gunder T. and Mary Ann Gunderson, also natives of the same coun-

try. The father was a seafaring man in early life, but after his emigration to America, August 14, 1848, he located in Milwaukee, and only engaged in sailing, until fall, being wheelsman on the steamer *Champion*. He then removed to Chicago, and turned his attention to lathing. He died in that city, December, 1886, having survived his wife for several years, her death having occurred in the same city in 1870.

In 1849, at the age of fourteen years, Captain Gunderson, the subject of this review, commenced sailing before the mast on the schooner *E. Mint*, plying between Chicago and Holland, Mich.; he having on the 18th of November of the previous year become a resident of Chicago. He remained on this vessel for one season, and for a part of the next, she being lost in 1850. The Captain's next berth was on the schooner *Bolivar*, engaged in the lumber trade between Chicago and Grand River, now Grand Haven, the master of this boat being Capt. Ole Oleson, who died of cholera, in 1851, at the mouth of Kalamazoo harbor, and was buried there. For a part of the following season our subject was on the schooner *Ark*, engaged in the lumber trade to Michigan points, and owned and sailed by Captain Clawson and Thomas Sims, of Chicago. During the season of 1852 and a part of 1853 he was on the small schooner *Petrel*, commanded by Capt. Samuel Randolph, carrying Governor Marshall and other government officers to Manistee, Mich., who were engaged in looking after government lands, especially timber lands. He closed the season of 1853 on the schooner *Mary E. Hilliard*, plying between Chicago and Buffalo in the grain trade, Captain Naper being in command.

In 1854 he was on the bark *Orleans*, employed in the lumber trade, and the schooner *Merchant*; and during a part of the season of 1855 was on the schooner *General Wert*, now the *Raber*, engaged in the grain trade; then joined the schooner *Abigail*, in the lumber trade. At that time they had to cart the wheat and load their own vessel, hand to hand. On leaving the *General Wert*, Captain Gunderson sailed on the bark *Morgan*, in the grain trade be-

tween Chicago and Buffalo, but finished the season on the schooner *Paulina*, running in the interest of the Muskegon lumber trade. In 1855 was on the schooner *Liberty* with Capt. John Miller, of Racine, and the following year he and his brother G. Gunderson bought the schooner *Arabella*, plying in the lumber trade between Chicago and Muskegon. In 1857 they purchased the schooner *Pilot*, engaged in the wood trade on the west shore of Lake Michigan, and in 1858 our subject went to Michigan City, where he engaged in fishing for part of that season. During the rest of the season of 1858 and the season of 1859 he sailed the schooner *Orion*, which was owned by Edward Sackett, and in 1860 sailed the *Pilot* as captain and mate, and for a part of the season of 1861 was mate of the schooner *Attica*, belonging to Captain Sims. In 1862 he bought the scow *Hercules* used in the Lake Michigan and Green Bay trade, and after sailing her one season bought the *George Steele*, on which he took a load of grain to Kingston, N. Y. In 1864 he engaged in the grain trade between Chicago and Oswego, N. Y., but the following year sold her to Andrew McGraw, and purchased the schooner *Telegraph*, which he sailed for the rest of that season. On selling her he bought the schooner *E. Scoville*, of Milwaukee, which he sailed one season, selling her in the fall, after which he purchased the schooner *Contest*, which he sailed for three successive seasons. She was lost in a snow-storm off Point Pelee island, Lake Erie, in 1873.

In 1874 he bought the schooner *Carrier*, which he used in the Lake Superior iron trade until selling her in 1894. He also owned the schooners *Racine* and *T. Y. Avery*, but sold the former in 1888, and the latter in 1896. He was actively engaged in marine affairs until 1896, giving special attention to lake traffic. He was harbor master under Mayor Washburne's and Mayor Swift's administration, but is now practically living retired after a long and useful career, though he still gives some attention to the real-estate business. In addition to a fine three-story flat building, in which he makes his home, he owns a number of buildings in

Chicago, which he rents. Fraternally, he is a member of the Chicago Vessel Owners Association.

In 1855, in Chicago, Captain Gunderson was married to Miss Amelia M. Gunderson, and of the eight children born to them, seven are now living, namely: Matilda Getsena, wife of Soren M. Peterson; George A., a lake captain; Josephine; Henrietta, wife of Viggo Olson; Minnie Jane; Arthur M. and Emma Mae.

CAPTAIN CHARLES M. SWARTWOOD (deceased), formerly captain of the J. H. Wade, was the son of Earl and Sarah Cornell Swartwood, and was born April 29, 1850, at Lorain, Ohio. The father was also a native of Lorain, and was a vessel builder for about fifteen years of his life. He died in 1883, having survived his wife, who passed away in 1871.

Capt. Charles Swartwood spent his youth in Lorain attending the public schools. At this time, a desire for marine life being stronger than for any other calling, he decided to be a sailor, and to put this desire into practice he went on the scow *Fairy*, of Lorain, at the age of fourteen years, then put in a season on the J. U. Porter. From this he came on the *Lilly Fox* as mate, and the following season on the *Enright* as master. He spent the following two seasons on the *Oak Leaf* as second mate, and then joined the *D. P. Rhodes*, as mate, on which he remained four seasons. From this boat he came to the *Helvetia*, as mate for one season, and afterward commanded the *L. C. Butts* for four seasons. The following seasons were spent on the *W. D. Rust*, *H. B. Tuttle*, *Champion*, *Gladiator*, *Crusader*, *T. S. Christy* and *William Chisholm*; coming to the *J. H. Wade* in 1891, upon which he remained until his death.

On November 8, 1871, he was married to Miss Agnes Dennison, of Lorain, a daughter of John Dennison, a native of Canada, and an old vessel master, and sister of John and Bert Dennison, who spent several years of their lives on the Great Lakes in different positions.

Captain Swartwood was a member of the Knights of Honor, Knights of the Mac-

cabees, Knights of Pythias, and Protected Home Circle. On February 17, 1898, he passed away at his home in Cleveland. The funeral was largely attended, a large delegation from the Ship Masters Association, as well as representatives from the various orders, came to pay their last tribute of respect to their comrade. Honored and respected by all, his last voyage closed "a life well spent."

HON. GEORGE W. GARDNER. A business man who has been identified with the commercial life of the Great Lakes for a long period, and who was more concerned, probably, than any one else in the building up of the grain trade of Cleveland, is Hon. George W. Gardner, the vice-president of the Cleveland & Buffalo Transit Co., and president of the Saegertown Mineral Springs Company.

Mr. Gardner was born in Pittsfield, Mass., in 1834, his parents removing to Cleveland three years later. He commenced sailing at the age of nine years, running away from home to make his first trip in a little schooner engaged in the flour trade between Cleveland and Buffalo. His father was a furniture dealer, a member of the firm of Gardner & Vincent, one of the two oldest firms at that time in the city. Both the young man's parents died in 1861, and he was thrown upon his own resources. Beginning in 1848, and for five years he sailed on the steamers, *Ogontz*, *Alleghany* and *DeWitt Clinton*, and then in the vessels of the line that later became the Northern Transportation Company. He was head clerk of the line, and was in the habit of going from one boat to another at the ports where the vessels met, to straighten the boat's books. He spent some time on the passenger steamer *DeWitt Clinton*, which sailed between Toledo and Buffalo. This was a first-class passenger steamer in those days and could make a speed of eight miles an hour. Passengers were carried on the upper decks, and a frequent cargo on the lower deck was a consignment of live hogs. He then entered the bank of Wick, Otis & Brownell, and remained in their employ five years. During this time he

kept up his interest in lake shipping, purchasing a half-interest in the first two tugs that plied the Cuyahoga river, one of these being the stern-wheel canal boat Niagara, and the other the vessel built expressly for tugging purposes, called the Dan P. Rhodes.

Mr. Gardner was captain of the first boat club in the city, the members of which afterward became prominent business men. A mile and a half rowing race on the Cuyahoga river was held between this club and the Sandusky boat club, in 1856, which aroused an intense interest, ten thousand people witnessing the race, which was won by the Cleveland crew.

At the expiration of his term of service in the bank, Mr. Gardner went into the grain and produce business on the river, becoming a member of the firm of Otis, Brownell & Co. This firm did a large business until 1859, when Mr. Gardner, in company with J. D. Rockefeller and Maurice B. Clark, organized the firm of Clark, Gardner & Co., which, during its existence, did the largest business in grain in the city. In 1861 Mr. Gardner entered the firm of Thatcher, Burt & McNairy, and built the Union elevator, the largest elevator in Cleveland. This firm became known as Thatcher, Gardner, Burt & Co., Gardner, Burt & Oviatt, Gardner, Burt & Harkness, Gardner, Burt & Clark, Gardner, Clark & York, and Gardner & Clark, and for about thirty years, altogether, did a business of about ten million bushels of grain per year, making Cleveland one of the important grain markets on the lakes. Mr. Gardner has been all over the country purchasing and selling grain, at one time buying a cargo of barley in San Francisco and chartering the clipper ship *Young America*, which sailed around Cape Horn to New York in four months, and there the barley was transferred to cars and shipped to Cleveland by rail. Mr. Gardner purchased and shipped the first cargo of wheat sent from Duluth. He has been largely interested in lake vessels at different times, owning a considerable fleet of commercial and pleasure crafts. Mr. Gardner helped to organize the Cleveland and Buffalo Transit line of side-wheel steamers, including the

new steamers *City of Buffalo* and the *City of Erie*, the largest, finest and fastest side-wheel steamers on the inland seas in the world, which venture has proven a great success.

He was one of the early members of the Cleveland yacht club, holding the office as commodore in that society for many years, and in 1894 was elected honorary commodore for life, a unique honor. He purchased the yacht *Wasp*, in Chicago a number of years ago, this being at the time the largest sloop yacht on the lakes, which later was transformed into a schooner yacht, and proved a very fast boat. He brought the first fin keel to Cleveland, naming her the *Mott B.*, after M. A. Bradley, a prominent vessel owner, this being a pleasure yacht only twenty-five feet long over all, but a very stanch craft, having once weathered a sixty-four-mile gale for several hours in the open lake. He was also one of the party who brought the big schooner yacht *Priscilla* from New York to Cleveland, *via* the *St. Lawrence*, in 1895, which was built to be a defender of the American cup. He also brought the sloop yacht *Rowena* from Long Island Sound to Cleveland, *via* the gulf, in 1861, this yacht being at that time the finest, largest and fastest on the lakes.

In 1857 he was married to Miss Rosaline L. Oviatt, daughter of Gen. O. M. Oviatt, one of the earliest pork packers in Cleveland. Their children are Ellen, now Mrs. C. R. Gilmore, of Columbus; G. Harry, who is president of the Iron Trade Review Company, and secretary and treasurer of the Cleveland Printing & Publishing Co.; Burt, who lives in Chicago, and is western editor of the *Iron Trade Review*; James, who is secretary of the Saegertown Mineral Springs Company, Saegertown, Penn.; Anna, now Mrs. H. T. Schladermundt, of New York City; Kirtland, who recently made a trip to Cape Horn from New York on board a sailing yacht; and Ethel.

Mr. Gardner is one of the best known men in Cleveland, having been mayor of the city two terms, 1885-86 and 1889-90, and has filled other municipal, State and individual corporation offices of trust, serv-

ing his city as a member of its council for about ten years, the last three of which he was its president, and it was during his public career that he was the trusted president of the board of trade.

He owned the steamyacht *Rosaline*, in 1876, and for several years she was the handsomest and fastest vessel on the lakes, of her class, making a record of a little more than sixteen miles an hour in a race of twenty-four miles off Cleveland, beating the yacht *Myrtle*, of Detroit. This vessel has made a number of long cruises, one of 3,500 miles. The *Rosaline* is a steel hull, only eighty-five feet long and ten feet beam, with a draft of five feet six inches. She is now owned in Chicago. Mr. Gardner has taken a great deal of interest in canoeing, having been first commodore of the Cleveland Canoe Association, and first commodore of the Western Canoe Association. He once made a cruise of 1,500 miles from Cincinnati to New Orleans in a canoe fourteen feet long and twenty-eight inches wide and twelve inches deep, which drew three inches when light and six inches when loaded. He jumped the falls at Louisville in this craft, this being the first time this feat was accomplished in a boat of this size. He has also made other long cruises in a canoe through lakes George, Champlain, and Richelieu and St. Lawrence rivers, and from Cleveland to Port Huron and other places. He was the first commodore of the Inter-Lake Yachting Association, which was formed a few years ago, and is now a life member of the Cleveland Yacht Club.

CAPTAIN JOHN PRINDIVILLE is one of the oldest and best known vessel men in Chicago. His career on the lakes, which has been one of interesting incident and commercial success, began in 1837 when he was a lad of eleven years.

Captain Prindiville was born September 7, 1826, in County Kerry, Ireland twelve miles from the lakes of Killarney. In 1835 he came to the United States, and after one year spent in Detroit he, in 1836, removed to Chicago. His education was received in the private schools of that city, which preceded the public institutions, Edward Mur-

phy being his first teacher. But the education of the young lad was directed largely to the practical affairs of life, an instance of which was that he could understand the language of the Indian tribes then dwelling on the shores of the lakes. In 1837 our subject became cabin boy in the schooner *Hiram Pierson*, the first vessel built in Chicago. He continued to sail in various vessels till, in 1845, he became master of the schooner *Liberty*. During the three following seasons he was successively master of the schooners *Ark*, *Col. Benton* and *Outward Bound*, and in 1849 of the brigantine *Scammon*.

An important incident in the life of Captain Prindiville during the season of 1850 was the charter of the brigantine *Minnesota*, of which he was then master and part owner, to sail from the lakes to Europe. The *Minnesota* received from England permission to take the trip, and leaving Chicago October 15, 1850, sailed from the Bruce Mines, Georgian Bay, where she loaded with copper ore, destined for Swansea, Wales. She reached Montreal November 12, but the pilot ran the vessel on the rocks while about entering the LaChine canal. By unloading the vessel she was got off and repaired, December 12, but it was then too late to put to sea, and she lay for the winter in Montreal. Thus a Chicago-built vessel, commanded by a Chicago boy, twenty-four years of age, was the first American vessel from the American side to attempt the voyage from the lakes to England. The ore was reshipped from Montreal, and the *Minnesota* returned to the lakes. Captain Prindiville continued to sail her until 1855. In that year he became interested in the propeller *Adriatic*, and thereafter confined his lake property to steam vessels. He later became interested in the first line of lake tugs in Chicago. He possessed and practiced in his daily life the traits of unselfishness and generosity, and became one of the most popular masters on the lakes.

Captain Prindiville closed his active sailing upon the lakes in 1869, and since that time he has been interested mainly in vessel property, at one time owning part and di-



John Prindiville

recting one of the largest fleets upon the lakes. As a master he was fearless in danger, and for his bravery he is widely known as the "storm king." He is a splendid specimen of the old-time captain and vesselman, and there is not upon the lakes a sailor of many years who does not know and admire his typical sailing qualities. Off Chicago he has saved many lives, for which he never claimed either praise or pay; in fact, the greater the danger, the more pleasure there was for him.

WILLIAM CLANCY (deceased), who was one of the prominent marine engineers sailing out of the port of Buffalo, was born in Limerick, Ireland, March 13, 1846, and with his parents emigrated to this country in 1852. After residing at Montreal for about fifteen months they came to Buffalo, N. Y., which place has since been their home.

Mr. Clancy's first practical employment was with David Bell, in his machine shops, where he remained about thirteen months, going to New Albany, Ind., and there engaging as a machinist until 1867, when he began his steamboating career as oiler on the Michigan, on which he remained two seasons. He followed this with about six months in the same capacity next season on the Commodore Perry, and next went on the steam barge Oakland, serving as her second engineer the following season, and the subsequent one as her chief. The season of 1872 found him on the Mary Jarecki as her chief, and in the early part of 1873 he was second on the S. B. Graves, finishing that season and winter in the Detroit Machine Shops. In 1874 and part of 1875 he was chief of the Plymouth. In 1877 he began an eleven-years term of service with the Western Transportation Company as second on the Buffalo, which berth he held for six consecutive seasons, and was then promoted to chief on the Empire State, where he remained five seasons. In 1889 he went on the Tioga as her chief, and followed with a season each on the Fred Mercur and Robert Packer, remaining ashore the next year and then going on the Germanic as chief for one season. He

closed the season of 1896 as chief of the Cormorant. In addition to the services above mentioned Mr. Clancy was second on the Queen City one season, and chief of the Araxes one season during his lake experience. All the intervening time, especially the winters, he spent in the South, on various Southern rivers—the Missouri, Mississippi, Alabama, Ohio and Red rivers. He had twenty-eight issues of license, including those received in the South. He had the usual experience of a tried lake engineer, but had no serious wrecks of any kind until 1897, the nearest approaching such being on Lake Huron when the Jarecki was blown ashore, and Mr. Clancy opened her seacocks and flooded her to prevent her pounding herself to pieces. In the fall of 1897, on November 6, Mr. Clancy came to his death by the foundering of the steamer Idaho, of which he was first engineer. A terrific storm came up and about three o'clock in the morning the men all saw that they would all be drowned. Two only escaped, and they were picked up by a steamer after they had clung to the mast for twenty-four hours. Mr. Clancy's body has never been recovered. He held the confidence of his employers, and the respect and good will of all his acquaintances.

In 1878 Mr. Clancy was married at Buffalo to Anna Murphy, of Ireland, and they resided at No. 82 Goodrich street, Buffalo. In fraternal affiliation Mr. Clancy was a Knight of Honor and formerly a member of the Marine Engineers Beneficial Association.

CAPTAIN THOMAS COLLINS. An old-time lake vessel master, and also a pioneer of the St. Lawrence river navigation, was Capt. Thomas Collins, who passed from life in Clayton, N. Y., in 1892.

Captain Collins belongs to a race of seamen. His father, Henry Collins, was a prominent shipbuilder in England, nearly all of whose sons followed the water, and Captain Collins' sons also all became identified with the merchant marine of the Great Lakes.

Captain Collins was born in the North of England in 1813. When he was twelve

years of age his parents removed to the United States, and settled in Oswego, N. Y. They removed to Sacket's Harbor later, and afterward to Clayton, N. Y., where they ended their days. The elder Collins continued to engage in the building of ships, and many are the crafts of the earlier days that were turned out from his shipyards.

The Captain early took to the water. He was about sixteen years of age when he began sailing, and it was his custom for many years to sail during the summer and work in his father's establishment during the winter. At the age of twenty he had progressed sufficiently in the art of shipbuilding to be entrusted with the work of constructing a vessel alone, and a year later he was placed in command of the same craft. From that time forward he early commanded vessels. The first load of stone used in the construction of the Chicago pier was carried into that port, in 1839, in the schooner *Henry Craveland*, of which he was master. Four years later he sailed the first passenger steamer plying between the points of Montreal and Cobourg, and two years after this he sailed the steamer *Western* between Montreal and Toronto. In 1850 he was master of the steamer plying between Garden Island and Montreal, and in 1852 he built the steamer *Water Witch*, to ply between Chicago and Ogdensburg. From 1858 to 1860 he commanded the steamer *Northerner*, between Lewiston and Ogdensburg, this being the first express boat on this route. Captain Collins sailed for five years the steamer *Island Belle*, the first regular passenger boat to the Thousand Islands. She ran from Cape Vincent to Alexandria Bay. Captain Collins also built and sailed the *Atlanta*, and he was known in every port on the Great Lakes and St. Lawrence river between Chicago and Montreal.

He married Miss Mary Oades, sister of John Oades, shipbuilder, of Detroit, and this union was blessed with seven children (five of whom are yet living). These were George, who became a vessel master, and died in 1885; Thomas H., a ship-carpenter, who lived in Clayton, N. Y.; William, a ship-carpenter in Cleveland; Nicholas, a ship-carpenter in Detroit; and Simon J., of

Cleveland, who is head carpenter of the Cleveland & Buffalo Transit Company.

CAPTAIN GEORGE COLLINS, son of Captain Thomas Collins, was born in Sacket's Harbor, N. Y., in 1838. He was seventeen years of age when he commenced sailing with his father, and he followed the water until his death. Among the vessels sailed by him were the *Walter Oades*, three seasons; the *Adventurer*, three seasons; and the *Wyandotte*, one season. He entered the United States army shortly after the breaking out of the Civil war, and after a year was transferred to the navy, where he served three years. He was carpenter on the frigate *Iroquois*, while she was following the Confederate cruiser *Alabama*, and at the time peace was declared was in Chinese waters, so that he did not receive his discharge until the war had been over six months.

In 1865 he married Miss Dora Kelsey, of Clayton, N. Y. They have one daughter, Clara, who is now married and lives in Detroit.

Captain Collins suffered a tragic death. He was sailing an ice-boat on the St. Lawrence river, and while moving at a speed greater than a mile a minute, his boat became unmanageable and ran into a dock. Perceiving that a collision was unavoidable, Captain Collins slipped off the yacht to the ice, but this move did not perceptibly check his speed, and he struck the ice-bound dock with terrific force, being thrown full twenty feet into the air. His widow did not long survive his death.

WILLIAM COLLINS. As a member of a shipbuilding and seafaring family, William Collins began early in life to follow in the footsteps of those who preceded him. A son of Capt. Thomas and Mary (Oades) Collins, the former a shipbuilder and vessel-master of New York State, he was born in the year 1847, and as soon as he was able to handle the tools he began to work in his father's shipyard. After devoting several years to this pursuit, he gave it up to become a sailor, following that occupation for upwards of twenty years. During

this time he sailed as seaman, wheelsman, and mate on the schooners Irene, the John Tibbetts, the Senator Blood, the Hoboken, the Montpelier, the M. F. Merrick, the Wyandotte, the Clayton Belle, the M. I. Wilcox, and the scow Misel, the steamer Commodore, and many other vessels on the Great Lakes and the St. Lawrence river.

In 1882 he married Miss Dorothy Hawthorne, of Elmira, N. Y. About ten years ago he gave up sailing to return to his original occupation, that of ship carpenter.

SIMON J. COLLINS, head carpenter for the Cleveland & Buffalo Transit Co., has been a shipbuilder since a very early date in his career. He is a son of the late Thomas Collins, who was a pioneer navigator of the St. Lawrence river; he commenced sailing in 1868, when he was but fourteen years of age. He was mate with his father on the steamer Island Belle for three years. He was also at an early period mate of little hookers on the St. Lawrence river. Then he began sailing on lake vessels, being connected at various times with the Republic, Adirondack, Valetta, Volunteer, Billow, T. S. Faxon, S. P. Ely, Walter Oades and others. For the last three years he has been head carpenter for the Cleveland & Buffalo Transit Company.

In 1876 he was married to Miss Flora Moore, of Alexandria Bay, N. Y. Their children are Laura Carey and Mabel Louise; a son, Jay, died in infancy.

CAPTAIN CHARLES TYLER MORLEY, one of the early shipmasters, has been instrumental in making history on the Great American Lakes, although he has not contributed a single vessel to the beach or a man to the depths of the water. He is a highly esteemed and honored citizen of Marine City, and has been elected mayor two successive terms. He is closely identified with the business prosperity of the city, and believes in paternal government. He is not a narrow minded partisan, but regards his party as the representative of certain constitutional principles, which he ardently supports. Loyal and amiable in all relations of life, there is a piquant dash of

caviare in his character which makes him a charming companion. He is a son of Horace and Mary (Kellogg) Morley, and was born at Sodus Point, N. Y., January 10, 1840. His father was a vessel owner and master on the lakes for many years, and his brother, W. B. Morley, was a noted shipbuilder at Marine City. Tyler, as he is familiarly known, received but a limited school education by direct attendance in school, but, after he began his life as sailor, he went to school during the winter months and profited well by the opportunities he had.

His first experience on the lakes was in 1850 in the schooner Enterprise (owned by his father), as cook, and he seemed to excel in the culinary department, as he was kept in that humble capacity four years, the last two in the schooners Isabella and Australia. He then shipped on various schooners before the mast, and in 1856 he was in the schooner B. R. Lummis with Capt. Andrew Holling, when he rescued the crew of the steamer Northern Indiana, destroyed by fire near Point Pelee, Lake Erie. In 1857 and 1858 he shipped as seaman in the schooner Colonel A. B. Williams; 1859, as mate of the schooner B. R. Lummis; 1860, as mate of the Mediterranean, and remained on her until the fall of 1861, when he was appointed master of the schooner Mail. He then sailed the schooner Colonel A. B. Williams until the summer of 1863, and then joined the schooner Mediterranean, owned by Rogers & Bates, and sailed her until the close of the season of 1866, when he turned her over to his brother, and stopped ashore the next year.

In the spring of 1868 Captain Morley and his brother, W. B. Morley, purchased the lake tug Balize, which he sailed two seasons. In 1870 he was appointed master of the George W. Holt, and the next season he sailed the bark Lotus. He then turned his attention entirely to steam, and brought out the new vessel built by Morley & Hill at their shipyard at Marine City. In 1872 he brought out the new steamer D. W. Powers, plying between Marquette and Cleveland in the ore trade; the last trip down that fall he had a cargo of 600 tons

of ore, the freight rate on which was \$6.50 per ton. He was in command of the Powers when she delivered the first cargo of coal ever taken to Duluth by steamboat. In the spring of 1873 he brought out the steamer Jarvis Lord, new, for the Ward Lake Superior line, and sailed her two seasons; she was the first steamer to pass Conners Point, at Duluth. The next spring he was appointed master of the steamer N. K. Fairbanks, which was new that season, and commanded her until the close of the season of 1883. The next year he went to Cleveland and opened a ship brokerage office. Returning to the lakes, he sailed the steamer Cumberland during the season of 1885, and the next spring brought out the steamer Samuel F. Hodge, closing the season as master of the new steamer William H. Stevens. In 1887 he assumed the command of the new steamer Louisiana, in which he owned an interest, and sailed her two years. In 1889 he associated himself in the shipbuilding business of Morley & Hill, at Marine City, and after constructing the steamer St. Lawrence he brought her out new in the spring of 1890, and sailed her that season. He then retired from active life on shipboard and assumed his place in the shipyard as financial manager, since which time they have built the steamers J. J. Hill and W. B. Morley, the firm owning controlling interests in the last three steamers built, and which are managed by Capt. Tyler Morley. He also has a pleasure yacht, on which he enjoys an escape from business cares.

He is a 32d-degree Mason, a Noble of the Mystic Shrine, a Knight of Pythias, and a member of the Ship Masters Association, holding Pennant No. 465.

In January, 1881, Captain Morley was wedded to Miss Alice, daughter of William R. Pettit, of Cleveland. The children born to this union are Horace W. and Helen. The family homestead is on Main street, Marine City, Michigan.

CAPTAIN ELMER W. CRAINE, of Manitowoc, is one of the youngest captains on the lakes, but his ability and skill have already won him an enviable reputation. A

believer in heredity might point to his case as an illustration of that theory, as his ancestors have been for many generations associated more or less closely with marine interests, and his grandfather was a teacher of the science of navigation.

The ancestral home was at Douglas, in the Isle of Man, and Thomas Craine, our subject's grandfather, resided there throughout his early manhood. He was a man of unusual mental gifts, and his fame as an instructor in navigation was wide-spread. In the fall of 1842 he came to America, locating first at Painesville, Ohio, and after residing temporarily at various places he removed to Sand Beach, Mich., where he was among the earliest settlers. Craine's Point, in that vicinity, was named in honor of this family. After his arrival in America he gave his attention to fishing on an extensive scale, and at one time he owned several boats which were engaged in that business on the lakes. He and his wife, whose maiden name was Esther Gellon, had eleven children, as follows: John, William, Daniel P., Charles, Margaret, Mary, Ann, Lydia, Nessie, Jane and Elizabeth.

Capt. Daniel P. Craine, the father of our subject, is a native of Painesville, Ohio, but during his boyhood accompanied his father to Sand Beach. The steamer Northerner, on which the trip was made, was sunk near that point. He assisted his father in the fishing business until his marriage, and for some time afterward he ran a boat belonging to the latter, being engaged in fishing along the lakes from Traverse Bay to Pentwater, Mich., where he made his home. Later he bought the schooner Souvenir and engaged in the lumber trade, which he followed until the vessel was lost in 1872, with all on board, including Charles Craine, master, a brother of Daniel P. Craine, owner, who was at the time sailing the schooner North Star between various ports on Lake Michigan. For some time he was employed as a captain on various sailing vessels, viz.:—the bark Hamilton, the Souvenir, the North Star, the Beloit, the Moses Gage, the Lottie Wolf, a schooner; the James Mowatt, built by Wolf & Davidson, but in the spring of 1888

he took charge of the steamer Thomas Davidson, then newly launched. When the Fred Pabst was built he became the first captain, and in 1891 he left that boat to take charge of the Ferdinand Schlessinger, a new boat, of which he has ever since been captain. He is regarded as one of the most reliable and successful masters on the lakes, having never met with but one accident. His wife, Elizabeth Underhill, a native of Detroit, Mich., is a descendant of Queen Elizabeth, of Holland, and is also related to the family of Anneke Jans. They have had three children:—Nellie, deceased; Elmer W., the subject proper of this sketch, and Arthur, a bookkeeper in Chicago.

Elmer W. Craine first saw light March 17, 1865, at Pentwater, Mich. His mother died when he was nine years old, and as his father took him with him on his trips he had but few school advantages. His reading and observation have enabled him to gain a good store of information on general subjects, and since his marriage he has taken a course in Devlin's Business College, at Bay City, Mich., thus securing a practical business training. He remained with his father until he reached the age of nineteen when he shipped as second mate on the schooner Pewaukee, in which he sailed during the season of 1884. He then went as mate with his father on the James Mowatt, remaining during the seasons of 1885, 1886 and 1887, and in 1888 he was second mate on the steamer William H. Wolf, under Capt. Edward Thorp. In 1889 he was made master of the steamer George H. Dyer, now the Hennepin, and during the next two seasons he was master of the William H. Wolf, then the largest boat on the lakes, while he was at the time the youngest captain. In 1892 he had a position in a hotel in Chicago, and in the following year he went to the Pacific coast, where he spent a season as first mate on the steamer Libbie Thompson, a Puget Sound steamer, plying on the coast as far north as Juneau. In 1894 he returned to the lakes and during the summer and fall was employed as mate on the steamer Josephine, under Captain Massie, and the Fred Pabst, under Captain Young. In 1895 and '96 he

served as mate with his father on the Ferdinand Schlessinger, and in 1897 he became captain of the steamer John Duncan. In the winter of that year he was captain of the Pere Marquette, and during season of 1898 was master of steamer John Duncan.

CAPTAIN GEORGE GUTCHER, a saltwater sailor who has visited foreign ports in all latitudes, but at this time with the Independent Ferry line plying between Duluth and Superior, was born August 3, 1849, in South Parish, South Ronaldsha, Orkney Islands, Scotland. He is a son of James and Catherine (Taylor) Gutcher, both of whom were also natives of the Orkney Islands. The father occupied a farm of seventy-five acres, was in the employ of the Northern Lighthouse Company for twenty-five years, and became general manager of his district, having charge of the boats of the company plying between the islands. The father died on July 25, 1858, and the mother on March 27, 1867.

Capt. George Gutcher attended the academy at South Parish until fifteen years of age, and leaving home April 9, 1864, shipped in the schooner Reaper for Leith, Scotland. His next berth was on the bark Malcolm, of Newcastle, making a voyage to Copenhagen, going thence to Wenden on the Baltic Sea and returning to South Shields, the voyage occupying four months and twenty-two days. He then joined the brig Earl of Aberdeen, as ordinary seaman, on a voyage to Cronstadt, Russia, returning to Hull and Grimsby on the Humber. His next berth was on the brig Narvoa, trading to ports in the Gulf of Finland, until fall, when he went to North Shields. In 1866 he shipped on the brig Harvest, of North Shields, with Captain Ashton, in the Baltic Sea trade. The brig was stranded on this voyage on the Island of Gutland, but was released and proceeded on her voyage to Narva Bay on the Gulf of Finland, returning to London, England, Captain Gutcher receiving an able seaman's discharge from Captain Ashton. He then shipped in the brig Dorothy, of Blyth, bound for Alexandria in the Mediterranean

Sea, and other ports in Egypt. He then returned to London, England, and shipped again, making two round trips in the coal trade on steamer Useful, of Sunderland.

Between London and South Shields, February 12, 1867, he joined the steamship Prince Consort, on a voyage to Kirkwall, the capital town of the Orkney Islands, arriving there on the 21st. He then went to the Island of Ronaldsha, and to his home in South Parish. On March 2, 1867, he took passage on the steamer Margaret for the Shetland Islands, to see the town of Gutcher, at Gutchers bay, returning to his home March 14, 1867. He remained there until March 25, when he joined the steamship Queen on a voyage to Glasgow. On April 6, 1867, he shipped on steamship Hibernia on a voyage to New York, which was accompanied with great danger, the vessel being caught in a hurricane on April 14, and was almost given up for lost; but she weathered the storm and arrived in New York April 22. He reached Buffalo April 25, 1867.

Captain Gutcher then saw his first service on the lakes. He shipped April 29, 1867, on the schooner Rush, of Buffalo, and transferred to the bark Forest King in November, and closed that season on the schooner Amazon. In the spring of 1868 he came out in the schooner Henry Fitzburg, and closed the season as mate on the schooner Snowdrop. In the spring of 1869 he came out in the schooner John Pugsley as mate, in July transferred to the Bay Queen in the same capacity, and in November joined the schooner Henry Fitzburg for last trip, which was one of great peril. She lost her foresail on Lake Ontario, sprung a leak on Lake Erie, went to Buffalo for repairs, and then to Chicago, losing all her sails in a snowstorm on Lake Michigan; lay to anchor near Pine river eight days and eleven hours, and was towed to Chicago, closing that season.

Captain Gutcher finished his education in the winter of 1867 and 1868, also studied the charts of the Great Lakes under a navigator of the lakes and ocean. In the spring of 1870 he joined the schooner David Sharp as mate, but in July transferred to

the Bay Queen in the same capacity, taking command of her on the last trip. The next year he was appointed master of the schooner Belle, which was followed by a season as master of the Laura Emma. In 1873 Captain Gutcher purchased the schooner Belle, and sailed her three seasons, doing a general trading business on his own account, doing well. He then sold her to a Mr. Goldring, and joined the schooner David Sharp as mate. In 1876 he bought the Laura Emma and sailed her three seasons, after which he became master of the Union. In the meantime Captain Gutcher had opened a general grocery store and bakery at Victoria, Ontario, which he conducted successfully until March 11, 1879, when he sold out.

In January, 1880, Captain Gutcher moved his family to Amherstburg, and was appointed master of the schooner Union, closing the season, and December 25, 1880, bought a general grocery store and bakery from James Burreman, of Amherstburg. In the spring of 1881 he was appointed mate of the schooner Prince Alexander, was wrecked at Leamington, in Pigeon bay, Lake Erie, April 25, and was left by himself to the mercy of the waves, tied to the tow post for five hours and forty-five minutes, and was then taken off by a fishing boat from the shore, after hundreds of waves had passed over him. On July 16, 1881, he was appointed mate of the bark Monitor, closing the season. Returning to Amherstburg, December 17, he sold his store and bakery to George S. Moonmystare.

In the spring of 1882 (April 13) he was appointed mate of the schooner Amaranth, and on May 15 moved his family to East Saginaw where he entered the employ of the E. R. Phinny Salt Works, closing the season. In 1883 he was appointed foreman of Steavens & LaDues salt block, where he remained four years. On April 25, 1886, he was appointed mate of the Marine City for two seasons. On March 9, 1888, he started in general painting business on his own account in West Bay City, where he remained until, April 12, 1892, he sold out, and on April 19, 1892, was

appointed mate of the schooner Crowarth, closing the season. During 1893-94 he worked at painting in the shipyards of Capt. James Davidson and F. W. Wheeler & Co., until July 6, 1895, when he joined the steamship Rappahannock on her maiden trip with Capt. James Davidson bound for Duluth, Minn. It was then that Captain Gutcher entered the employ of the Independent Ferryboat line, closing that season. On April 26, 1896, he was appointed master of the schooner Wissahickon, and fitted her out all ready for sea, but resigned for reasons best known to himself, and she foundered in Lake Erie, July 9, the captain, cook and one man being lost. In the meantime Captain Gutcher went to Saginaw to see about the loss of his property by fire, with no insurance—a heavy loss for himself and family. On March 29, 1897, Captain Gutcher again engaged with the Independent Ferryboat line, plying between Duluth and West Superior, which was followed by a season, and at this time he is engaged for the season of 1899.

Socially, Captain Gutcher is a Master Mason, a member of Erie Lodge No. 149. March 18, 1874, he was united in marriage to Miss Cythera Adelaide, eldest daughter of Francis Marr, of Port Dover, Ontario. The children born to this union are Daisy C., Bertha L., Isabelle, George Francis, and James William. Mrs. Gutcher died January 21, 1885. The Captain now makes his home in Duluth. In the meantime he is about closing a bargain on some land near Mahtowa, Carlton Co., Minn., where he will retire when old age overtakes him.

FRANK D. LANG was one of those reliable and prominent engineers of the earlier days of lake steamboats, now highly spoken of by the younger generation. He was born in County Louth, North of Ireland, December 19, 1832, and is the son of William and Betsey (Kelley) Lang. He removed with his parents to America in 1833, landing at Quebec, Canada, going thence by way of Lake Champlain to Albany, N. Y., and later to Seneca Falls, finally locating in Toledo, Ohio, October, 1842, reaching the latter place as passenger on the old steamer Indi-

ana, which was sailed by Capt. I. T. Pheatt. The Lang family were among the early pioneers of Lucas county, at the time when there was but one house on the east side of the Maumee river, and Toledo proper but sparsely settled. Frank D. Lang was able to tell many pleasant reminiscences of sport on the Maumee river, when it was visited by myriads of wild ducks and inhabited by shoals of mullet head or cat fish.

In the spring of 1851, after serving an apprenticeship of three years at the machinist's trade in Toledo, and a short time in attendance at the public schools, he shipped as first assistant engineer on the old propeller Pauhassett, but closed the season as chief engineer of the steamer Telegraph, which was destroyed that fall by fire. The following season he was appointed first assistant engineer on the side-wheel passenger steamer Fashion, which plied between Toledo and Sandusky. His next berth was on the steamer Baltic, as first assistant, finishing the season of 1853 on the steamer Mississippi, then running in the passenger and freight trade between Buffalo and Sandusky. During the cholera year of 1854, Mr. Lang for a short time held the unenviable post of engineer on the steam ferry John Pomisey, running between the east and west side of the Maumee at Toledo, on which many victims of that dread disease were transported daily for burial in the grounds of the pest house.

In the spring of 1855, Mr. Lang assumed the management as chief engineer on a line of three harbor tugs, which he engineered with good profit until the fall of 1863, working in the machine shops during the winter months. The next season, he shipped on the steamer Kenosha, owned and sailed by his brother-in-law, Capt. Robert Montgomery.

The Kenosha was destroyed by fire at Point Edwards that fall, and Mr. Lang then went to Cincinnati, where he joined the United States Transport Steamer Rob Roy as chief engineer. This was a stern-wheeler, and was used principally on the Ohio, Cumberland, and Tennessee rivers during the last year of the Civil war. The berth of engineer on those river steamers at that

time was a dangerous one, and many narrow escapes are recorded. At the close of the war in 1865, Mr. Lang returned to Toledo and shipped as chief engineer on the steamer Sun, running between Sarnia and Chicago, Ill., which position he retained five years. During the seasons of 1870 and '71 he engineered the propeller Cuyahoga, between Chicago and Duluth. He then put the machinery in the steambarge Tempest, and brought her out, running her until he accepted a position on the steamer Mary Jerecki, and in 1873 he closed his active life on the lakes as chief engineer of the propeller Nahant, at that time one of the largest steambarges on the lakes. In the fall of that year, Mr. Lang accepted a position as chief engineer in the sawmill of W. H. H. Smith & Co., which place he held twenty-three years. During this busy life Engineer Lang acquired some good fruit property, at Lang's Bend, near Toledo, upon which he lived, his son occupying during the summer one of the farms near him.

He was a Master Mason of Toledo Lodge No. 144.

On April 2, 1854, Mr. Lang was united by marriage to Miss Mary A. Williams, of Bedford, Monroe Co., Mich. Four children were born to them, one son, Augustus H., surviving. He is now treasurer of the Shaw Kendall Engineering Company, and was wedded to Miss Sarah A. Bodley, of Angola, Steuben Co., Ind., December 9, 1882. The children born to this union are: Florence, Frank Greenwood, Robert, Delmer, Alfred and Warren, and they have a pleasant home both in the city and the country. After a brief illness, Engineer Frank D. Lang joined the silent majority December 21, 1897.

THOMAS MONSON, one of the veteran fish dealers on the lakes, and especially in Cleveland, was born in 1822, in the western part of Ireland, where his father was a sergent of police.

In 1846 he came to America and settled in Ohio City (now a part of Cleveland), and here for seven years he was employed by Branch & Burgess, a grocery firm. He

then engaged in business for himself until 1859, when he sold out and went to Pikes Peak. Returning, however, in 1860, he, on June 1, 1861, enlisted in Company B, Eighth Ohio Volunteer Infantry, and served twenty-four months in the Civil war; was in several noted battles, but fortunately escaped unwounded. Upon his return to Cleveland he went into the fish business, buying out the established trade of Riley Edson. In 1871 he formed a partnership with his son, Thomas, Jr., the firm being known as Monson & Son. The latter was interested in the business until his death, which occurred in Cleveland, March 10, 1895. He was born in that city, June 24, 1850, and in the public schools received his education. For a time he worked in the Cleveland *Herald* office, but was compelled to give up this line of work on account of his health. He was a Master Mason in Bigelow Lodge No. 243, and enjoyed an enviable reputation for honesty, which is also attached to the name of the firm. In 1885, John, a younger brother, was admitted to the firm, the style thereof becoming Monson & Sons. At first they carried on only a retail market; but the business gradually increased in proportions until they purchased the plant they now operate. At present they also conduct a warehouse and fishery at Rocky River, known as Horn & Co.

Thomas Monson is an esteemed citizen of Cleveland and a respected merchant, and has a large circle of friends. He was married in Montreal, Canada, in 1845, to Miss Jane McElroy. His children all reside in Cleveland: William is foreman of the business of Monson & Sons; George is a furniture dealer, a member of Monson & Myer; Ella E. is married to John Hoffman; Emma J. is unmarried and resides at the home of her father; and John, the third son, is a member of the firm.

JOHN MONSON was born December 20, 1853, at Cleveland, Ohio, which city had for some time been the home of his father. At that place he received his education in the public schools, and his business training was acquired at the Spencerian College. At an early age he entered the em-



Thomas Monson

ploy of a grocery firm, and later that of a hardware firm, where he remained about four years. He then went to Virginia City, Nev., and was there employed for several years. While in that city he was married, May 21, 1878, to Miss Barbara C. Gerlach, who died April 6, 1885, leaving three daughters: Lulu J. (now deceased), and Mabel A. and Emma A., both living in Cleveland. Mr. Monson was afterward married to Lola G. Manning, and they have two children: W. W. E. and J. T.

Mr. Monson is a member of the Masonic fraternity, is well known by those of his own calling, and has a large circle of friends in Cleveland. Under his management the business has greatly progressed since 1885, when he joined the firm of Monson & Sons, wholesale and retail fish dealers.

DAVID BELL, one of the most prominent manufacturers and ship builders on the chain of lakes, was born December 7, 1817, at Amesfield, Dumfriesshire, a border county of Scotland, on the Solway Firth. In 1834 he was apprenticed to the millwright trade, of which he quickly acquired a practical knowledge. Afterward he visited England and there acquired additional experience and skill. Having a brother in St. John, N. B., he determined to come to America, and accordingly sailed for New York in the spring of 1841. During a portion of this time he was in the employ of the Boston Steam Engine Works, receiving \$1.50 per day. In the fall of 1841 he visited his brother at St. John, and worked there in a machine shop about a year. In 1842, he removed to Buffalo, N. Y., and was at once engaged by the Buffalo Steam Engine Works, and shortly afterward went to Cleveland, Ohio, where he worked for the Cuyahoga Steam Engine Works for a while. Returning to Buffalo, he was soon employed in building the propeller Hercules, the first screw steamer to successfully sail the Great Lakes. In 1845, Mr. Bell formed the partnership with William McNish, under the firm name of Bell & McNish. From this time onward Mr. Bell, being at work for himself, instead of others, demonstrated his great ability as a skillful engine builder.

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What his firm lacked in capital they made up in knowledge and enterprise. They erected a small shop on the site of what is now Mr. Bell's foundry and machine shop, and there prosecuted their business to the best of their ability. One of the first engines built by this firm was the one put in the elevator built by Joseph Dart, which was the first in the world devoted to such a purpose. This engine gave such satisfaction that the same firm successfully built engines for the elevators Seymour and Wells, Evans, Stirling, Bugbee and others. The firm also constructed marine engines for a number of passenger steamers that were then rapidly taking their places on the lakes, and the same firm also built the "handy tug engine," which enables tugs to pull a tonnage so largely disproportionate to their displacement.

In 1850 the copartnership between Mr. Bell and Mr. McNish dissolved, and Mr. Bell continued the business alone until 1854, when he rented his shop, sold his machinery and tools to the Buffalo Steam Engine Company, and became superintendent of that company at a salary of \$2,500 per year. Soon after he resigned that position, and paid a visit to Scotland. Returning to Buffalo in 1855, he took possession of his old shop, and began again to build up a business in that city. Not long afterward, his shop having burned down, he erected a large building on the triangle bounded by Norton, Evans and Water streets. In 1858, Mr. Bell, having some time previously assisted in putting a steam engine in the Black Hawk, the first steamboat tried on the Erie canal, and which had a stern wheel like steamboats on the Mississippi river (and which proved a failure), built the steamtug and fleet of canal boats that made a triumphal voyage on the canal, which is celebrated in history as being an occasion of the finest illumination in Buffalo up to that time and for many years thereafter.

In 1861 Mr. Bell began to build the first iron propeller ever launched on the Great Lakes. This vessel was named the Merchant, was of 720 tons burden, and was built for J. C. & E. T. Evans. The new propeller was a success, notwithstanding

numerous baleful predictions of failure that were made when she was on the stocks. Mr. Bell had the fullest confidence in her success from the first, and more vessels of the same kind followed the Merchant rapidly into the water.

During the progress of the war of the Rebellion, Mr. Bell rendered powerful aid to the Government of the United States. His swift, handsome and powerful tugs were purchased by that government, and were of great use on the Atlantic waters. One of the tugs built by Mr. Bell was towing the Constitution when she was scuttled off Newport News, and it was also one of his tugs that carried the information to President Lincoln that led to the eventful destruction of the Merrimac.

Following this is a complete list of the iron vessels built by Mr. Bell: The iron propeller Merchant, which was, as has been stated elsewhere, the first iron boat built on the lakes, in 1862. Then came the Glen Iris in 1863, the Dexter, in 1866; the Metropolitan, a police boat for New York, in 1867; the Philadelphia, the tug Eliza Williams, the Cayuga and the yacht Ariadne, all in 1868. In 1869, the side-wheel steamer Ivanhoe and the tug Nellie Cotton; in 1870, the tug Douglass and the yacht Mary Bell; in 1871, the revenue cutters Hamilton and the Gallatin; in 1873, the G. A. Boutwell; in 1875, the tug M. C. Carrington and the yacht Titania; in 1876, the yachts Rosaline and G. W. Gardner, and the yacht Esperanza, for the Royal Canadian Yacht Club, of Toronto; in 1878, the steamer Arundel; in 1879, the yacht Flora and the yacht Vanderbilt; in 1880, the yacht Angelique; in 1881, the yacht built for E. L. Dow and for Mr. Wesson, of Detroit, Uarda and the tug A. W. Cotton; in 1882, the tug Robert H. Cooke; in 1883, the yacht Waller; in 1884, the yacht Thesus; in 1886, the Sand Beach, a government dispatch boat; in 1887, the yacht Seneca Chief; in 1887, the fireboat City of Buffalo, now the George R. Potter; in 1888, the tug Phil Sheridan; in 1889, the Florence Rice; in 1890, the tug Spalpeen; in 1891, the tugs Keystone and Paddy Miles; in 1892, the yacht Neversink and the

fireboat J. M. Hutchinson; in 1893, the revenue cutter Calumet; in 1894, the yacht William McKinley; in 1895, the tug Katherine T. Wilbur and the yacht Primrose; in 1896, the seamless steamyacht Sandusky and the yacht Alert. In addition to the above, Mr. Bell has built a large number of wooden boats, and also the first yacht for Lake Tahoe in the Rocky Mountains, to carry mail across the lakes in connection with the Union Pacific railroad. He also proposed a canal-boat for the use of the Erie canal, when enlarged and deepened, which was to be 200 feet long, and 26 feet beam, and to draw, when loaded, 9 feet of water.

Mr. Bell was one of the organizers of the Mechanics Institute, which was formed in 1865, and incorporated in 1869. He was also one of the incorporators, and was unanimously elected its first president. It was largely owing to Mr. Bell's efforts that this institution held its first International Exhibition in Buffalo, in 1869, the result of the exhibition bearing abundant evidence of the soundness of his judgment and of his great executive ability. The receipts were more than \$18,000, and, after all expenses were paid, there was more than \$4,500 left on hand. Mr. Bell was re-elected to the presidency the next year, 1870.

Mr. Bell is a life member of the Young Men's Library Association, serving as its president one year, and has done much to aid it in its work. He is a member of the St. Andrew's Scottish Society and of the Scottish athletic organizations. He is a promoter of all healthy outdoor sports, and has been president of the Grand National Curling Club, and was presented with a grand testimonial by the society as a token of their high appreciation of his services. He is also a life member of the Society of Natural Sciences. He was also made, in 1895, an honorary life member of the Buffalo Historical Society, to whom he presented a cannon captured by the Americans during the war of 1812, and which now stands in front of the Soldiers' Monument in Lafayette Park.

In May, 1897, Mr. Bell entered into a contract to build a steel tug for the Cleve-

land Tug Company. This tug is 90 feet long and 23 feet beam, and it is the largest tug on the lakes. Her boiler is a return tube marine, is 12 feet diameter and 16 feet long, and her engine is a fore-and-aft compound, slipper guide style, 20 inches and 40 inches by 30 inches. In 1865 Mr. Bell began to build locomotives, the first one he built being named the David Bell, after the builder. This was the first locomotive built in Buffalo, and its trial trip up to Dunkirk was the occasion of a great celebration. The entire number of engines built by Mr. Bell was eight. It will be seen, therefore, that he was a very successful inventor and builder. He built the first engine for an elevator in the world; the first iron propeller on the lakes; the first revenue cutter ever built at Buffalo, and also the first locomotive built at Buffalo. He is the inventor and patentee of a new style of steam hammer, which has proved to be very effective, and which in its different sizes is adopted to the ordinary blacksmith shop and to the largest forge shops.

An article written by David Bell in May, 1876, with reference to the comparative values of wood and iron in the construction of vessels is of great interest to vessel men, as it conclusively demonstrates the superiority of iron, and the great advantages derived by the use of iron in their construction. This article gives a brief history of the iron steamer *Merchant*. When completed in 1862 she was valued at \$90,000. She was lengthened in 1872, her value thereby being increased to \$120,000. At that time, after ten years of service, her iron work was in as good condition as when she was built. In 1875 she struck on Racine reef, and sunk, becoming a total loss, because the season was so far advanced that it was useless to attempt to raise her. From 1862 to 1875, inclusive, she made 2,041½ trips, and during that period she paid to the underwriters for insurance on hull and eastbound freight, \$154,535.80, and the total amount received for insurance during the period was \$143,913.35, leaving a profit to the underwriters of \$10,622.55. During the career of the *Merchant* she sunk twice in Detroit river, and once in a fog in

Lake Michigan, striking on rocks and shoals. There was, however, but little difficulty in raising her, the entire cost being but \$17,170.37.

The same principle is more fully established by taking into consideration the history of ten other propellers built of iron, as follows: the *Philadelphia*, built in 1868, cost \$165,000; the *Alaska*, in 1871, cost \$170,000; the *India*, built in 1871, cost \$170,000; the *China*, built in 1871, cost \$170,000; the *Japan*, built in 1872, cost \$170,000; the *Cuba*, built in 1872, cost \$160,000; the *Java*, built in 1872, cost \$160,000; the *Scotia*, built in 1873, cost \$160,000; and the *Arabia*, built in 1873, cost \$165,000; a total cost of the propellers of \$1,600,000. Up to 1876, the eleven vessels, including the *Merchant*, had paid to the underwriters for insurance on hulls and east-bound freight, \$940,231.96, and the entire amount paid by insurers for losses was \$395,124.53, leaving a profit to the insurers of \$545,107.43. This was in addition to the premiums on west-bound freight, which were estimated at \$155,000, bringing the total up to \$700,107.43. This profit had been made notwithstanding that some of the vessels had been injured, more or less, by striking on rocks and shoals, which the underwriters had paid for. And it was found, too, that the vessels were in good condition as far as their iron work was concerned, as they were when they were launched. The superiority of iron over wood being then generally recognized, as was evident that many boats even on the Mississippi river made of that material.

An incident in Mr. Bell's life is very creditable to him, and shows the estimation in which he was held by his fellow citizens. In 1869 he was the first choice of the Republican party for mayor of Buffalo, but as he was at that time president of the Mechanics Institute, which was then holding its first International Exhibition in Buffalo, he felt compelled to decline the honor, giving as his reason for so declining, that the duties in connection with the Exhibition engaged every moment of his time, and was likely to do so for some weeks thereafter.

In 1844 Mr. Bell was married to Miss Elizabeth Adams, a native of Perthshire, Scotland. By this marriage, Mr. Bell has one daughter now living, who married a son of the late Sir Casimir Gzowski, of Toronto, Canada, the builder of the International Bridge across the Niagara river. Mr. Bell was married to Mrs. Jane Reid, his first wife having died in 1866. By this marriage he has two sons; David and George Burwell, born in 1875.

"Whilst the fierce and ever memorable struggle was being waged in the United States between the North and the South, it may appear strange that perhaps the most honorable and civilizing enterprise of modern times was being launched in the troubled world of commerce, not many hundreds of miles away from the actual scenes of battle.

"It was in the year 1862 that Mr. J. C. Evans, of Buffalo, N. Y., commissioned the veteran shipbuilder, David Bell, of the same city, to build for the company now known as the Anchor line the first iron merchant vessel that ever floated on the Great American Lakes. This vessel, the Merchant, was a screw steamer of about 200 feet length, and her deadweight ability equalled about 700 tons.

"Though her capacity was small, her gross earnings could not have been insignificant, for when carrying flour and bacon from Chicago to Collingwood in those days, not less than \$7 to \$10 was received; twenty-five cents was not an uncommon price to be paid for the transportation of wheat from Chicago to Buffalo. As the Merchant could carry about 35,000 bushels, her freight would often amount to over \$8,000.

"Though the modern successors of the Merchant can carry seven times the amount of cargo, it is doubtful if an \$8,000 freight has yet been credited to one of the large modern steamers for a voyage of equal distance. I have not been able to learn what the Merchant's hull and machinery cost, but she was the first iron vessel, and also the first cargo boat, I believe, on the Great Lakes to burn coal under her boilers." [Joseph R. Oldham, in *Cassier's Magazine*.]

CAPTAIN BYRON B. INMAN. The navigators of the Great Lakes are a distinct class from those who sail the ocean, but their calling is none the less exacting in the requirement of skill, physique and powers of endurance, united with good judgment and genial personality. Perhaps no master mariner about the chain of lakes has combined these characteristics to a greater degree than the subject of this sketch, Commodore B. B. Inman, the prominent tug owner of Duluth and Superior. There is no better criterion by which to judge a man than by his standing as an exponent of the calling which he follows, and it may be said that as a tug man, the Captain has but few equals. He is the son of Jerome B. and Cordelia (Smith) Inman, both natives of Ray, Macomb Co., Mich., which was also the birthplace of Captain Inman, who was born May 3, 1849. A few years later he removed with his parents to Port Huron, Mich., where he attended the public schools and enjoyed the other episodes natural and essential to the life of a boy, until he reached the age of fourteen years.

It was in the spring of 1863 that Captain Inman opened his lakefaring career as cabin boy on the little steamer Belle, Captain Hagedorn being in command. The next season he shipped before the mast on the schooner Ocean Wave, and being a well-grown lad he performed the duties usually devolving upon able seaman. In the spring of 1865 he joined the schooner Abe Lincoln, and it was while in her that he laid the foundation of his perfect knowledge of the intricacies of the Detroit river, under the tutelage of Capt. Benjamin Dove. This was followed by a season in the schooner E. M. Carrington as seaman. In 1867 the Captain was advanced to the position of wheelsman, and later to that of second mate on the steamer Mayflower, with Captain Sprague, closing the season in the old Concord, plying between Buffalo and Chicago, also Duluth, John McKay, afterward lost on the Manistee being master.

During the winter of 1867-68 Captain Inman, in company with two friends, built the schooner-rigged scow Hannah Moore at Port Huron, and two years later he began

his tugboat life, which has been remarkably successful. At the age of twenty-one he shipped as mate and wheelsman on the tug George E. Brockway, of the Moffat line, passing the next two seasons as mate on the tug Clematis with Capt. Sol Ramage. In the spring of 1873 he was appointed mate in the tug Sweepstakes, one of the most notable boats on the lakes, with Capt. Frank Welcome, and before the end of the season he was advanced to the position of commander on the Zouave, then in the Strong line, under the management of John R. Gillet, in which employ he continued until the fall of 1881, having sailed successively the tugs Stranger, I. U. Masters, Satellite, Sweepstakes, and Champion. While in command of the latter tug Captain Inman had the distinction of towing through the Detroit river the largest tow on record, consisting of the schooners B. F. Bruce, Porter, Scotia, C. C. Barnes, J. H. Bentley, Knight Templar, and E. M. Davidson, seven vessels with a tonnage of 4,323, their cargoes amounting to 286,000 bushels of wheat, and another schooner going down light. This tow was photographed as it passed down, and a colored print struck off, a copy of which can now be found in nearly every ship broker's office around the lakes.

In the spring of 1882 Captain Inman was appointed master of the steamer Hia-watha, owned by the Wilson Transit Company, then one of the finest vessels on the lakes. He sailed her two seasons, and in 1884 brought out new the fine steamer Kasota. She was one of the largest vessels and was launched on Saturday with machinery and everything necessary on board, and on Monday loaded with 2,000 tons of coal consigned to Milwaukee, performing the feat, difficult at that time, of passing down the Cuyahoga river without a tug. It was in 1885 that Captain Inman went to Duluth to engage in the towing business, the tug John L. Williams, which he purchased from Capt. Thomas Maytham, of Buffalo, being the nucleus of the Strong line, which he afterward owned and operated. The next season he added the tug Cora B. (her name being afterward changed to Walton B.), followed in 1887 by the iron

tug Record, named in honor of the *Marine Record*, published by A. A. Pomeroy in Cleveland. The Record soon became a favorite boat with Captain Inman, and won many laurels as an ice breaker at the head of navigation. Other vessel property was then added to the line in order named: David Sutton, which was the first fireboat at Duluth; Mary Virginia; O. W. Cheney; Courier; C. W. Liken; schooner Belle Stevens; steamer Ossifrage; D. M. Carrington; Lida; Buffalo; Effie L.; Joe D. Dudley and Pearl B. Campbell. Captain Inman devoted his entire time to the management of this large fleet. In the spring of 1892 the tugs L. L. Lyon, Bob Anderson, F. H. Stanwood and schooner Glad Tidings were added, together with the tug Mystic, which was purchased from Alderman Helm some time later. During this period opposition tug lines came into port, but after a short and hot tug of war, Captain Inman became the owner of the rival tugs, consisting of the Pathfinder, A. C. Adams and James Fiske. In the meantime he had disposed of the David Sutton, Mary Virginia, O. W. Cheney, Courier, J. C. Liken, Belle Stevens, Ossifrage, and Walton B. At the high tide of his affairs the Captain owned twenty-two vessels of all classes and engaged largely in raft towing and wrecking. At the time of this writing he operated ten tugs—the W. B. Castle, B. B. Inman, Record, Bob Anderson, L. L. Lyon, M. D. Carrington, Buffalo, J. L. Williams, Ed Fiske, and A. C. Adams. He has twenty-seven issues of master's license, and during his long career on the lakes in responsible positions has never lost a vessel or caused the insurance company any expense. Not a life has been lost, or an injury of a serious nature while he was in immediate command.

Captain Inman has invented and patented a model of a steamboat, with a ram bow for the purpose of winter navigation. The salient or important features of the purposed new craft is in shape of the bow; the forefoot of the ram bow extends about twenty feet beyond the perpendicular bow; making the forward part of the ship partake somewhat of the design of the ploughshare, the projecting ram going under the ice and

throwing it up and away from the boat, on each side. The widest part of the boat will be at the bluff of the bow and will be constructed after the lines of the iron tug Record, or some of the new modern steamers. The forefoot and bow of the new steamer will be plated with steel one and a half inches thick, and by the force of the great horse power will be able to cut her way through the ice of any thickness likely to be found on the lakes. Expert engineers and marine architects, to whom the Captain has submitted the plans, speak very highly of its utility for the purpose to which it is to be applied.

Socially, he is a member of the Ship Masters Association, and holds Pennant No. 96. He is also a member of the Order of Elks and of the beneficial order of the Black Cat. Possessed of a personality so rare and magnetic, he gains friends rapidly and retains their respect and esteem. In his domestic and social life Captain Inman is exceedingly happy, his wife, Mrs. May R. (Conniff) Inman, taking an interest in all that pertains to the Captain's marine business, in fact is herself a skillful pilot, and it is interesting to note, is the only lady on the lakes who holds a license as pilot, issued by the United States authorities. This paper was granted her May 30, 1895, by John Monahan, and Michael F. Calk, local inspector for the Duluth district, she being recommended by Capt. Richard Neville and Capt. John Lowe. Mrs. Inman has sailed the tug Ariel as master, and has been pilot of the side-wheel steamer E. T. Carrington, plying as a pleasure boat on the St. Lewis bay and river. She also stood as watch and pilot with the Captain when they received the new tug B. B. Inman at Port Huron, took her to Cleveland and thence to Duluth; and was mate and pilot of the tug Bob Anderson when she was brought to Duluth after having been sunk near Detroit. She had in tow the L. L. Lyon, scow Grey Oak, schooner Glad Tidings, and the tug Stanwood. While on the way up to Duluth, May 29, 1893, with this tow, they were overtaken by a severe snow-storm, but by great skill succeeded in making a safe haven at Grand Marais. She is

an enthusiast on the subject of yachting, and can handle a sail boat of any rig to perfection. As the foregoing is evidence that Mrs. Inman is a courageous and loyal woman, so there is a softer trait in her temperament, which is developed by her artistic studies, she being a painter of rare merit, her work, however, tending to marine subjects, which she produces in oil and water colors with harmony of detail and good effects, although she also essays floral and landscape work. Her pencil sketches are executed with rapidity and accuracy. Her kodak, which is an inseparable companion, serves to fill her portfolios with charming gems, those of a marine character again predominating. In truth, Mrs. Inman is a valuable shipmate for the Commodore, as her hand is steady and firm, yet gentle and tender.

The family homestead is a fine modern structure situated on Superior street, Duluth, overlooking Lake Superior.

CAPTAIN THOMAS O'CONNOR, a retired lake captain, is one of the prominent and well-known marine men of Chicago. He is a native of Ireland, having been born May 1, 1830, in County Wexford, a son of Daniel and Mary O'Connor, of the same locality, where they passed their entire lives.

Our subject was reared and educated at New Ross, County Wexford, Ireland, and in 1845 commenced a four-years' apprenticeship to the seafaring life out of New Ross. During his six years' experience on the ocean he sailed round the Horn, thence to New Orleans, where, in 1853, he was laid up with yellow fever. In 1854 he came to Chicago, and here, in the following year, commenced sailing the lakes with Captain Sims, with whom he remained until 1860. In that year he bought the schooner Forfar, built in Chicago for the grain and lumber trade, and sailed her one year; then bought the schooner George Davis, but lost her in the fall of 1862, in Lake Erie; then bought the schooner Perry Hanna, and sailed her two years, at the end of which time he purchased the schooner Grapeshot, and sailed her two years. In 1867 he bought the Lucy J. Latham, and

sailed her until 1871, when he purchased the schooner Prince Albert, sailing her during 1872-73-74; then he sailed the Watertown till 1884, when he retired from the lakes, after having lived about forty years as a mariner. In the fall of 1885 he went into the wholesale and retail liquor business, retiring June 20, 1897. He has shipmaster's papers dating from 1855, the year after he came to Chicago, of which city he has been a resident ever since, and in the great fire of 1871 was burned "out of house and home."

In 1858 Captain O'Connor was married to Miss Catherine Murphy, who was born and reared in New York, and to this union were born nine children, seven of whom are yet living: Mary Eliza, John V., Anna H., Sarah E., Daniel H., William E., Katie A., T. F. and James Joseph; Mary Eliza and Sarah E. are dead. He has always voted the Democratic ticket.

JOHN BESWICK COWLE, a prominent and highly-esteemed citizen of Cleveland and a pioneer of Cuyahoga county, was born in Bolton, Lancashire, England, September 16, 1826. He is the son of Daniel, a native of Kirk Andreas, Isle of Man, and his wife, Alice (Beswick) Cowle, a native of Bolton, Lancashire, England.

In the reform movement in England, in 1838, Daniel Cowle joined the party of Chartists, who were endeavoring to correct English politics, and being fearless and outspoken he was compelled, in 1839, to leave his country and family, and find refuge in the United States. The Chartist party took its name from the people's charter, a document in which the scheme of reform was embodied and which provided for annual parliaments, universal suffrage, vote by ballot, abolition of property, qualification for membership in the House of Commons, payment of members and equal electoral districts. Upon reaching this country Mr. Cowle landed at Fairport. His father and sisters owning a farm, he located at Concord, Lake Co., Ohio, remaining there until the summer of 1840, when Mr. Cowle removed to Cleveland, his family following in the fall. The father opened a marine black-

smith shop on the corner of Detroit and Center streets, and there continued in business until his death, in 1855, which was caused by cholera.

John B. Cowle, with his mother and three sisters, took passage at Liverpool for New York, and after a voyage of six weeks and four days landed in New York. While on board ship Catherine, one of the sisters, sickened and died and was buried at sea. Leaving New York they went by way of canal to Buffalo, this trip taking seven days of their time. Thence to Fairport, a journey of two and a half days. On their arrival at Concord, to which they had journeyed, they found that the father, who had previously preceded them to this country and to Ohio, had gone back to New York. Upon his learning that his wife and family were in Ohio, returned to that State, where he found them. John B. Cowle received a limited education in the government grammar schools before leaving his native country. At the age of fourteen years he entered the employ of the Cuyahoga Steam Furnace Company, to learn the molder's trade, serving an apprenticeship of seven years, and was with that firm fifteen years. In 1855 he purchased from Mr. William McClellan a three-eighths interest in a machine shop located on Elm street, which proved to be a successful venture. The firm was known as McClellan & Co., and was changed successively to McClellan, Sanderson & Co., and after to Cowle, Cartwright & Co., and was generally known as the Globe Iron Works.

On January 25, 1869, Henry Coffinberry, Robert Wallace and John F. Parkhurst purchased a five-eighths interest in the firm, doing business under the firm name of the Globe Iron Works. In the fall of 1881 the firm decided to put in a plant for the building of iron and steel vessels. A contract was secured in due time, but this was no easy matter, as the metal boat at that time was designated as a "tin pan." The first iron steamer built in Cleveland, and known as the Onoko, was put under construction and launched the following year; this was considered a monster vessel at the time—306 feet over all, 288 feet keel, 21

feet depth of hold, and 38 feet beam—and carried the largest cargo on the lakes, 100,-800 bushels of wheat, or 108,000 bushels of corn. This steamer was followed by the iron steamer J. H. Devereux, William Chisholm; the iron tugs Record and International; the side-wheel passenger steamer Darius Cole, and the steamer Spokane, all of which were in commission in 1898.

In 1886 a change took place in the firm of the Globe Iron Works, Henry D. Coffinberry, Robert Wallace and John B. Cowle withdrawing. In the meantime, during May, 1876, the company had purchased an interest in the Cleveland Dry Dock Company, and, after the change mentioned in the old firm, Mr. Cowle purchased Mr. Presley's interest, and was chosen treasurer of the company, after which he turned his energies toward the dry dock, which was enlarged to 360 feet long by 50 feet at the gate. He has lived a long and useful life in Cleveland, and has been well recompensed, although he has met with some losses—one disastrous venture being the construction of a new building and plant, at a cost of \$158,000, known as the Etna Iron and Nail Company, at Newburgh, Ohio, Mr. Cowle being chosen one of the directors. This concern suffered two years of very dull trade, and then failed. At present he holds a money interest in the iron steamers Onoko, J. H. Devereux and William Chisholm, and the wooden steamers George Presley and H. B. Tuttle, and the schooner Nellie Redington.

In 1851 John B. Cowle was wedded to Miss Catherine Gillett, of Littleport, Cambridgeshire, England. The children born to this union were: Oscar Daniel; Ann Alice, now Mrs. W. E. Perkins; Margaret Isabella; Henry John; Furnace Henry, and Catherine Florence, of whom all are deceased except Mrs. Perkins and Catherine F. The family homestead is located at No. 90 Clinton street, Cleveland, Ohio. On August 13, 1897, Mr. Cowle met with a severe loss in the death of his wife after an illness of two years, which she bore with great patience.

Mr. Cowle has been a member of the Erie Lodge of Odd Fellows since 1844. At

the time of joining the order he was not yet twenty-one years of age, but a special dispensation was secured from the Grand Lodge for his initiation. For many years he was one of the most active members, and filled all the chairs of the subordinate lodge, and of the Encampment. When the Odd Fellows hall was erected on the corner of Pearl and Church streets, he aided the enterprise by a liberal subscription. He has also long been a consistent member of the St. Johns Episcopal Church, and has been its efficient treasurer for a number of years. He is well and favorably known by vessel owners and business men, and by strict integrity has made hosts of friends.

GEORGE B. WILSON, one of the most prominent and popular engineers on the lakes; and who has had charge of the machinery of many of the finest steamers, was born in Sacket's Harbor, N. Y., a port associated with the earliest history of lake navigation, on December 23, 1857. He is the son of John S. and Emeline (Chapman) Wilson, both of whom were natives of New York City, his father having been born there in 1804 and his mother in 1812, their marriage ceremony, however, having been performed in Sacket's Harbor. His paternal grandparents came to the United States from Liverpool, England, early in the eighteenth century, settling in New York City.

Mr. Wilson, the subject of this sketch, attended the public schools first in Sacket's Harbor, and having removed with his parents to Bay City, Mich., in 1869, he there finished his education, graduating from the high school. After leaving school he went to work for the Ray Iron Works, of Bay City, and in 1875 he received engineer's license, and became chief of the tug Witch of the West. He also owned the Nellie Booth. He was then appointed first assistant on the steamer B. W. Jenness; and ran the tug I. U. Masters. He also became first assistant on the steamer Iron Age, and was on the steamer Rube Richards two seasons. He then entered the employ of R. P. Fitzgerald & Co., as chief engineer of the steamer Barnum, transferring to the Valentine and Frank L. Vance in



Gen. B. Wilson

the order named. After working in Chicago the next winter for A. A. Bigelow & Co., he became chief engineer of the steamer Robert Holland. He then entered the employ of the Lehigh Valley Transportation Co. as chief engineer of the steamer Tacoma, and the next season brought out new the steamer Saranac.

In the spring of 1890 Mr. Wilson brought out the new ferry steamers Superior and Duluth, plying between those ports, becoming chief engineer of the elevator "D" that fall. After passing a season as chief engineer of the steamer Passadena he joined the steamer Charles Eddy as chief. In the spring of 1894 he was appointed chief engineer of the Soo City, and in 1895 of the Charles Stewart Parnell, holding that office two years. In 1897 he became chief engineer of the tug Dennis Bros., taking up his lake life the next season as chief engineer of the steamer Selwyn Eddy, in which he experienced some pretty rough weather during the December gales of that year.

Socially, he is an honored member of the Marine Engineers Beneficial Association, has been vice-president and corresponding secretary of the Detroit branch, but now belongs to Cleveland No. 2. He also belongs to the Order of Foresters, and to the Ancient Order of United Workmen.

Mr. Wilson chose Miss Annie, daughter of William and Annie Stander, of Detroit, Mich., to be his wife, and the marriage ceremony was performed on January 1, 1882. The children born to this union are John S., now attending high school, and George B., also in school. Mr. Wilson has acquired some Chicago real estate, the family homestead being No. 2917 South Throop street.

CAPTAIN JAMES LAWLESS, who has been before the marine public for fifty years, during the last forty of which he has been prominent as shipbuilder, owner and master, is still in prime vigor, owing in great measure, doubtless, to his freedom from all ills that flesh is heir to, and to the temperate life which he has chosen to adopt.

Captain Lawless was born in Old Niagara, November 2, 1839, and is the son

of John and Mary (Graley) Lawless, natives of Ireland. They came to America in 1842, locating in Old Niagara, Canada, where the father, who was a stationary engineer, followed his business. He lost his life while endeavoring to save life and property at the time the steamer Zimmerman was destroyed by fire at the dock in 1863. The deck gave way under him and he fell into the fierce flames, and was burned to death. The steamer plied between Toronto and Old Niagara in the passenger and freight business. Mr. Lawless was mourned by his fellow-townsmen because of his sterling integrity and humanity to man. The wife and mother was laid away to rest in 1870 at Alton, Illinois.

Young James acquired his education in Old Niagara, for which his father paid the usual fee of twenty-five cents per month, but according to the legend the tax on the resources of the paternal strong box did not continue many months, as James, not liking enforced confinement any more than he did his teacher, ran away from home when he was but ten years of age and went to St. Catharines, where he engaged in delivering for a butcher for the handsome stipend of \$2.00 per month. One fine day he concluded to throw up his job as not worthy of a lad of his genius, and applied for and obtained employment in the shipyard of Lewis Shickluna, where he thoroughly learned all branches of the shipbuilding trade. The Captain remained in the shipyard until 1855, when he went to Vermilion, Ohio, the home of a great number of old-time owners and skippers, and shipped on the schooner Exchange, owned by Capt. A. Bradley, and commanded by Capt. Joseph Grover. The next spring he shipped as seaman on the schooner F. T. Barney. In 1857 he again joined the schooner Exchange as mate, closing the season and all of that of 1858 on the steamer Queen City, commanded by Capt. George Stone, and he insists that it is owing to his association with Captain Stone and to his advice and good judgment that his success in life is greatly due. In 1859 Captain Lawless shipped on the schooner Berlin (the first three-and-after on the lakes) with Capt. William Wadsworth,

closing on the Miami Belle with Captain Parks. The next season he joined the schooner Philip Minch as seaman, but was soon promoted to the office of second mate. In the spring of 1861 he shipped on the schooner Queen City, closing the season on the R. J. Bemis. The next spring he was appointed mate on the schooner Exchange, Capt. C. Rewell, master, and held that berth two seasons. During the season of 1864 he was mate, Capt. James Stone, on the schooner S. J. Kimball, and on the Escanaba with Capt. George Stone, and the next year was again under Capt. C. Rewell as mate on the schooner Negaunee, followed by a season as mate of the Exchange with Capt. M. Thompson.

He was made master of the schooner S. H. Kimball in 1868, and sailed her two seasons; and in the spring of 1870 was appointed to the command of the schooner George Worthington, and for thirty-one years his success as a shipmaster was uninterrupted, having also acquired a money interest in many vessels during these years. 1871-72 he sailed the schooner Escanaba; the Negaunee five seasons; the S. J. Tilden in 1878; and the next two seasons the Thomas Quayle. He then turned his attention to steam vessels, and in the spring of 1881 was appointed master of the Henry Chisholm, sailing her two seasons, followed by three in a like position on the steamer Selah Chamberlain, and one on the E. B. Hale. In the spring of 1887 he took command of the steamer City of Cleveland, and sailed her three seasons. In the spring of 1890 the Captain entered the employ of Hurley Brothers, of Detroit, as master of the steamer Majestic, and sailed her successfully five seasons, after which he took command of the steamer Superior, which office he held two seasons. His next boat was the E. B. Hale, which foundered with him in Saginaw bay, without involving loss of life, however, and was the only boat lost during the Captain's sailing life. In the spring of 1898 he assumed command of the schooner John Martin. Being an industrious man he has spent many of his winter months in the shipyard, laying down and superintending the construction of vessels.

He owns an interest in the steamers City of Cleveland, Gladstone, Pasadena and Thomas Quayle. During his long experience as master he has been instrumental in rescuing many seamen in distress.

Socially, he is a member of the Ship Masters Association, and carries Pennant No. 43.

On February 22, 1863, Capt. James Lawless was united in marriage to Miss Eliza, daughter of R. S. and Laura (Brooks) Harris. Five children have been born to this union, four of them still living: Fred S., who became a sailor and was master of the Oregon, but is now engaged in the plumbing business in Cleveland under the firm name of Patterson, Lawless & Co.; Cora, the wife of E. L. Coen, a banker in Vermilion; Miles, cashier of the Erie County Bank in Vermilion; Bertie, who died at the age of four years; and Olive, a graduate of the Vermilion high school. The Captain's only grandchild is Edward Coen. The family homestead is pleasantly situated in Vermilion, Ohio.

CAPTAIN JOHN CONNOR, a mariner of wide experience on both the Atlantic ocean and the Great Lakes, but now living in Chicago retired from seafaring life, was born about the year 1835 under the British flag, on board a vessel on the Atlantic coast. He is a son of John and Mary (Harwood) Connor, the father a native of Nova Scotia, the mother of England. Their home was in Nova Scotia, and they both died there.

Our subject was reared and educated in Cornwallis, Kings county, Nova Scotia, and when a youth, in the year 1853, commenced the life of a sailor, shipping "before the mast" on the Clermont, a small trading vessel engaged in the coasting trade between Nova Scotia and New Brunswick. With her he remained two seasons, and then shipped on another coaster, the Bloomer, as ordinary seaman, sailing on her until 1856, in that year becoming mate and sailing master of the Montezuma, plying between Beverly, Mass., and Boston. Returning then to New Brunswick, he there passed the rest of the season of 1856, in

the following year (1857) sailing from New Brunswick on the ship *Nictaux* to Liverpool with a load of deal, thence sailing to Quebec. During the season of 1858 he was on the schooner *William Henry Prentice*, (Captain Leach) of Granville, Nova Scotia, until October of the same year, after which until the following December he sailed as mate of the *Robert McAfee* from New Brunswick; then went on the coaster *Tigress*, also of Nova Scotia (Capt. Mark Shaw), finishing the winter on her. Next season he went to New York City, thence voyaged on the same vessel to Cardenas, Cuba, with merchandise; returning to New York with a cargo of hides, the trip being made in twenty-six days.

Our subject then engaged in the coasting trade until 1861, in which year he shipped as mate of the *Harvest Queen* (Capt. Walter Grimes, of Cornwallis, N. S.), also in the coasting trade, and remained on her until March 18, 1862, on the 20th of which month he shipped as second mate on the *Onward*, a packet sailing from Cornwallis, N. S., to New York. From the latter city he proceeded to Oswego, N. Y., and in May, 1862, he shipped from that port on the *Crevola* (Capt. John McKenny, of Buffalo, and owned in Detroit), touching at all ports between Toledo and Ogdenburg. This vessel he left October 18, 1862, and then shipped as mate on the schooner *Lucy Orchard*, laying her up at Oswego December 9, same year.

On April 8, 1863, Captain Connor shipped before the mast on the schooner *Nicaragua* (Capt. Rube Johnson), bound for Oswego from Chicago, but left her September 28, same year, and October 9 went as second mate on the *A. G. Morsey* (Capt. Thomas McDonald) in the same trade, the season ending December 12, 1863; April 20, 1864, he shipped as second mate of the schooner *Bermuda* (also Capt. Thomas McDonald) from Oswego to Chicago, leaving her, however, August 20, following, by permission of owners, and then went as mate of the schooner *Monteagle* (Capt. Ross Stearns) in the same trade, laying her up at Chicago. In the fall of same year was mate of the *Eli Bates* (Capt. John

Davison) until the close of the season. In 1865 he sailed the bark *Geraldine* as captain, from Chicago to Buffalo, and all intermediate points; in 1866 was master of the *Samuel J. Hawley* (owned by William Stewart, of Detroit), plying between Ogdenburg and Chicago, and laid her up in Detroit; in 1867-68 he sailed the *Theodore Perry* (same owner), in same trade, and laid her up in Racine, Wis.; in 1869-70 sailed the schooner *Dane* (owned in Oswego) in the same trade.

In 1871 Captain Connor brought out the *Gilbert Mollison* (E. & O. Mitchell, of Oswego, owners) at Oswego, and sailed her as master in the same trade. In 1872 he superintended the building of the schooner *John R. Noyes* (same owners), of Algonac, Mich., brought her out and sailed her that season, and laid her up in Oswego. In 1873 he brought out the schooner *Isaac G. Jenkins*, which was also built at Algonac (same owners), sailed her that season, and in November loaded her at Milwaukee for the port of Oswego.

That same month the schooner *Gilbert Mollison* (Capt. Joel B. Turner), of which Captain Connor had been master, loaded at Chicago and left that port five hours before our subject sailed from Milwaukee with the *Jenkins*, and was lost with all hands in Lake Michigan, between the Foxes and the Manitou. After that trip Captain Connor tied up the *Jenkins* at Chicago December 13, 1873.

In 1874 our subject superintended the building at Algonac, Mich., of the *Belle Mitchell* (E. & O. Mitchell, owners), sailed her that year, and laid her up at Oswego September 1; then brought out the *George M. Case*, for Case & Conger, of Fulton, Oswego Co., N. Y., and sailed her during the balance of the season of 1875. That year the *Isaac G. Jenkins* (Capt. John Brown), of which Captain Connor had been master, was lost with all hands in Lake Ontario; also our subject's former vessel, the *Belle Mitchell*, was lost with all hands off Erie, Penn. In 1876 Captain Connor again sailed the *George M. Case* (for same parties), same trade, until the fall of 1878, and laid her up in Toronto, Canada. In 1886 she

was lost in Lake Erie, only three of her crew being saved (at that time she was commanded by Capt. John Daly).

In 1879 Captain Connor sailed the schooner Kate Winslow, of Buffalo (owned by N. E. Winslow, of that city), and laid her up at Erie, Penn.; in 1880 he sailed the schooner Luzern (same owners), and laid her up in Cleveland, Ohio; on November 18, 1887, she was lost with all hands in Lake Superior, including her master, Capt. George Lloyd. In 1881 Captain Connor was master of the John Bigler, of Chicago (owned by George C. Finney, of that port), in the lumber trade on Lake Superior, between Gordon Island and Kingston, Ont., and laid her up at the end of that season in Chicago; in 1882 he was again on the Bigler, this time in the iron-ore trade from Escanaba, Mich., to Cleveland, Ohio. In 1883 he sailed the schooner Pelican (owned by R. K. Winslow), in the grain and ore trade, laying her up at Duluth; in 1884 he sailed the Richard Winslow (same owner), and also laid her up at Duluth (she was the biggest schooner afloat on the lakes at that time). In 1885 Captain Connor sailed the Niagara for James Corrigan, of Cleveland, and laid her up at Buffalo (in 1888 she was lost in Lake Superior with all hands together with her cargo of 1,565 tons of ore). In 1886 he again sailed the Richard Winslow, in the same trade, and laid her up at Chicago in 1887; in 1888 he a third time sailed her, and then laid her up at Cleveland.

In 1889-90 Captain Connor sailed the Thomas P. Sheldon, of Cleveland (Hale and others owners), in which vessel he owned an interest, and in the fall of that year laid her up at Sandusky; in 1891 he sailed a tug out of Toledo, and in 1892 sailed the schooner Brunette (Parmer & Co., of Cleveland, owners), in which he also had an interest, laying her up at Cleveland the fall of that year. During the following winter, from January 2 to February 26, 1893, he was on the Ann Arbor No. 1, between Frankfort, Mich., and Kewaunee, Wis., while during the regular season of that year he sailed the Nellie Redington (owned by Parmer & Co.), in general freight trade,

and laid her up at Chicago at the close of the season, and then retired from seafaring life. In April, 1894, he purchased his present cigar and newspaper stand at No. 723 West Madison street, Chicago.

Captain Connor is a genial, warm-hearted man, popular wherever he is known, a typical sailor, and his career as such has proved him to be one of the most careful, judicious and successful shipmasters that ever sailed the Great Lakes, and he never lost a vessel nor a life. From the above recital it will be seen that no less than seven of the vessels which he had at one time or other commanded—the Gilbert Mollison, Isaac G. Jenkins, Belle Mitchell, George B. Case, Luzern, Niagara and Pelican—became total losses. During the long period he commanded vessels on the lakes he was a member of the Shipmasters Association. In fraternal affiliations he is identified with Oswego Lodge No. 127, F. & A. M., and of Thatcher Chapter No. 101, R. A. M., of Cleveland, Ohio.

JOHN H. GALWEY, past national president of the Marine Engineers Association, ex-supervising inspector of steam vessels, and present United States local inspector of steam vessels at Detroit, was born in that city, August 27, 1848. A graduate of SS. Peter and Paul's Academy, he began work at the age of seventeen in the employ of an uncle, a merchant in the Lake Superior region. Being of a mechanical turn of mind he preferred the business of steam-engineering, and accordingly obtained employment in the Chicago and Northwestern railroad shops at Escanaba, Wis. After serving time as apprentice to the machinist's trade, he became a fireman on the road, and in a few months was promoted to the engineer's position. Later, in 1869, he returned to Detroit where he began his first experience as oiler in engineer's department, on the then very popular steamer Jay Cooke. After one season in that capacity he procured license as assistant engineer, and served as such the season of 1870 on the same steamer; after acting as assistant engineer for several years on various lake steamers, in 1880, he was appointed chief engineer of the passenger

steamer Alaska, running between Detroit, Sandusky and the islands, where he remained until he retired from active service, in 1890, being elected to the office of national president of the Marine Engineers Association. Having been an active member of that organization from its infancy, he took a strong interest in its growth and improvement, and much of the credit must be given to Mr. Galwey, and a few others who, like him, devoted their best energies and untiring efforts in its interest for the high position among labor organizations the M. E. B. A. holds at the present day. Having served two terms as president of the Local Association No. 3, he was sent to represent his association at the annual convention, in 1885, at Cincinnati, Ohio, and again at Buffalo, in 1886, where he was elected national treasurer, serving as such and representative to the several succeeding annual conventions, held at New York City, Milwaukee, Baltimore, and Charleston, S. C., where at the last named city he was elected to the position of national president. He was the first national president to be salaried, and was expected to devote his whole time and service for the benefit of the association. The salary was a liberal one, being \$2,000 a year and expenses, and much good was expected to accrue by having a competent man who would traverse the coast of the United States wherever there were engineers engaged on boats, explain to them the objects of the organization and institute subordinate branches. The work of Mr. Galwey during the three years he served as head of the M. E. B. A. was very creditable to himself and beneficial to the order. The change of administration brought about in 1892, by the election of Mr. Cleveland, awakened the ambitions of Mr. Galwey again, and he entered the field as candidate for the office of supervising inspector of steam vessels for the eighth district. He secured without question the united support of the numerous marine associations on the lakes, and also had strong backing from the national organization; but his active work as leader in the M. E. B. A. was also the means of arraying against his candidacy an organization more powerful on the lakes

than all others—the Lake Carriers Association. This association was prejudiced against him for the part he had taken, when president of the M. E. B. A., in a strike of the engineers of Cleveland against a reduction of wages. Every possible influence was brought to bear on Mr. Cleveland to prevent his appointment, but after about a year and a half delay his name was sent to the Senate in July, 1894, but was not confirmed before adjournment of Senate. He was, however, appointed temporarily during the recess, and entered upon the duties of the office of supervising inspector, October 2, 1894, and unanimously confirmed later by the Senate. The long contested and hard struggle made by Mr. Galwey for a place for which he was well qualified, secured for him many friends, and, when it was over, many of those who opposed him were pleased to congratulate him on his success, and gave him assurance of continued good will during his term of office. After serving three and one-half years as supervising inspector, Mr. Galwey tendered his resignation to accept the position of local inspector at Detroit, where a vacancy occurred through the retirement of Mr. Thomas Daly, who had held said position for fourteen years. The latter appointment was made after a civil service examination, at which Mr. Galwey stood first on the list.

Mr. Galwey is very comfortably and happily situated in his home on Leverette street, Detroit, which is presided over by his wife, a very pleasing and cultured lady, and one daughter, a bright young miss of fifteen years. In his home his friends are ever sure of a warm welcome. Mr. Galwey has the happy faculty of making friends and keeping them, to which in a large degree is due his success in life.

DANIEL BUIE is a lake steamboat man, who has followed the business almost from childhood. He has had command, since 1874, of various steamers with more or less success. For a number of years just past he has been master of different steamers in the Wilson Transit Company, of Cleveland. When at home Capt. Buie lives at No. 535 60th street, Englewood, Illinois.

CAPTAIN C. H. HUBBARD, president of Chicago Branch No. 3, Shipmasters Association, is yet a young man, but has already attained to considerable prominence in lake circles. Since 1892 he has been captain of the United States lighthouse tender *Dahlia*.

Captain Hubbard was born in Cleveland, Ohio, in 1866, a son of Henry S. and Kittie Hubbard. His father is a native of Jackson, Mich., and is by occupation a railroad man, now in the employ of the Lake Shore road at Toledo. The mother of our subject is a native of Ireland. Our subject was reared and educated in Cleveland and Toledo, and when he had arrived at the age of sixteen years entered upon his lake career. He first sailed out of Toledo in 1882 on the steambarge *A. L. Hopkins*, owned by the Wabash Railroad Company. For four years he continued on this and other boats owned by this company, and while in their employ (1884) he was wrecked on the steambarge *Morley*, at Grand Marais, Lake Superior, and then for one season sailed on the *Wallula*. For several seasons after leaving the *Wallula* he sailed on the passenger boats between Toledo, Sandusky and Put-in-Bay Island, leaving there for the position he now holds, as master of the lighthouse tender *Dahlia*, having received his appointment in 1892.

Captain Hubbard became a member of the Shipmasters Association at Cleveland. He was admitted to the Toledo branch, of which he was secretary, and from that branch he was admitted to the Chicago branch. He was elected to the presidency of this branch in 1898, and is recognized as one of the earnest and foremost members of the order. He is a member of Covenant Lodge No. 526, F. & A. M., also of Corinthian Chapter, R. A. M., and of St. Bernard Commandery No. 35, the Eastern Star, and he is also connected with the K. of P. at Toledo.

At Chicago, in 1893, the Captain was married to Miss Clara Martin.

CAPTAIN A. H. REED. The family to which this gentleman belongs is one of importance in the history of the five Great Lakes, two previous generations having

spent their lives in marine service, and played a conspicuous part in the events of that period.

George Reed, grandfather of our subject, was a native of New York State. The most active part of his career was about 1830, when he was a vessel owner, builder and master of considerable reputation, having made the quickest trip from Cattaraugus, N. Y., to Green Bay that had ever been made up to that date. Upon this trip his cargo consisted of potatoes, which were exchanged for furs on the homeward trip, the whole voyage lasting about three months. Another notable incident of his life was a trip he made to Michigan City for grain, and the people of that place presented him with a purse containing \$100 for so doing, from the fact that they soon afterward received an appropriation from the government for the building of a harbor. His son, William A. Reed, father of our subject, was a prominent marine man for years, having spent forty years of his life in active service. He was born in Chicago, but spent the greater part of his life in Sheridan, New York.

His son, Capt. A. H. Reed, was born November 11, 1862, at Sheridan, and at that place has lived since with the exception of ten years' residence at Buffalo. The calling to which his father and grandfather had devoted their lives was his earliest desire, and at the age of eleven years he went on the lakes, having been on them every season since that time. He first went before the mast as boy on the *Helvetia*, and on her remained three years, then coming to the *F. A. Georger* for a season in the same capacity. On this boat he was promoted to second mate, acting as such three seasons. After spending one year on the *Hazard* he began steamboating, going on the *B. W. Blanchard* and the *Dean Richmond* as second mate. Upon the New York he also spent a season as second mate, and then transferred to the steamer *Alpena* as mate, subsequently serving in the same berth on the *Australasia*. He next went on the *David Dows* as master, and in the fall of the same year took command of the steamer *Raleigh*,

where he remained two years. Until September of the following year he was in command of the *Australasia*, and at that time went in the *North Star*. He then brought out the *Nimick*, new, and sailed her six years, coming in 1896 to the *Maruba*, which he sailed until October 1, at that time taking command of the *Maricopa*. Captain Reed stands in the front rank among marine masters, and his care and precision have won for him the greatest confidence of his employers, so that at the present time he is in command of one of the finest boats on the lakes.

The Captain was married, January 21, 1884, to Miss Nellie Clark, of Buffalo, whose father, George H. Clark, a native of New York State and now residing in Buffalo, has been a sailor for fifty-two years of his life. Her brother, William E. Clark, is captain of the *Saginaw Valley* at the present time, and her brother, John Clark, is also a sailor in active service. Captain and Mrs. Reed have two children: Alice A. and Clark H., both of whom are in school. The Captain's brother, William Reed, has sailed for ten years, and is now first mate in active service, having served in that capacity on the *Maruba*, and for the three preceding seasons on the *Nimick*.

CAPTAIN JOHN W. RABSHAW was born in Buckingham, Ontario, May 18, 1858, a son of Gideon and Catherine Rabshaw. He moved to Cleveland with his parents when seven years of age, and received his education at St. Patrick's school in that city.

Captain Rabshaw commenced sailing June 3, 1871, on the schooner *General Winfield Scott*, and the year following he went with Capt. John McKay on the propeller *Concord*, where he remained two seasons. In the spring of 1873 he shipped on the steambarge *Superior*, and in 1874 on the passenger steamer *Munster*, which was lost sometime later on Lake Superior with all hands on board. He remained on the *Munster* three seasons as second mate, closing the last season, however, as mate of the schooner *Colin Campbell*. In the spring of 1877 he shipped on the bark *J. S. Austin*; and in 1878 on the schooner *Em-*

pire State, which was lost on Long Point, Thunder Bay island, that fall. She struck at 7:30 P. M. and broke in two at twelve o'clock. The crew took to the rigging, where they remained in the most perilous position until nine o'clock next day. They were taken off by two fishermen in a clinker boat. The boatmen could not make the island with safety, hence took the rescued men to Alpena, Mich. Capt. Archie McHenry was master of the *Empire State* at this time. The names of these two brave fishermen have passed out of mind. In the spring of 1880 Captain Rabshaw shipped on the schooner *Francis Palms* as mate; in 1881, as mate of the schooner *David Dows*; in 1882, as mate of the schooner *Camden*; in 1883, as mate of the schooner *H. G. Cleveland*; in 1884 and 1885, as mate of the schooner *Charles Wall*; in 1886, as mate of the schooner *Leonard Hanna*, which berth he held two seasons, with the exception of the last trip he made in the fall of 1887, when she was lost on the North Fork with a cargo of ore from Escanaba. Captain Rabshaw designates the *Leonard Hanna* as having been the smartest schooner on fresh water.

In the spring of 1888 Captain Rabshaw was appointed mate of the steamer *Robert R. Rhodes*, and the following season mate of the steamer *Corona*. In the spring of 1890 he was appointed master of the schooner *Verona*, which was sunk by the steamer *Cambria*, near Ashtabula harbor, in August; he finished that season as master of the *Iron-ton*. In 1891 he shipped as mate of the steamer *Emily P. Weed*, closing the season as master of the propeller *John C. Pringle*. The steamer *Saranac* was his next boat, on which he held the berth of mate one season. In 1893 he was appointed rigger at the World's Columbian Exposition at Chicago, and with a force of three hundred men handled all the heavy machinery in the mechanical engineering department. Testimonials he has preserved from the superintendent recite that his work gave general satisfaction, and was done in a workmanlike manner. In the spring of 1894 Captain Rabshaw was appointed master of the passenger steamer

John Gordon, plying in the excursion business out of Chicago. The next season he stopped ashore and engaged in business on his own account. In 1896 he was appointed mate of the steam monitor John Ericsson. In the spring of 1897 he was appointed master of the schooner H. P. Baldwin. He superintended the repair work on the Baldwin, and has improved her condition very much.

Captain Rabshaw is a man of great strength, and stands over six feet in height. During the winter months he has a class in training for athletic sports, especially in that of wrestling, in which field he has gained many notable victories. He was a teacher of athletics in the Union Business College in Cleveland in 1879, and graduated some cunning wrestlers. The Captain is not a married man, but lives with his parents at No. 108 Whitman street, Cleveland, Ohio.

CAPTAIN JOHN R. GLOVER is a son of Daniel W. and Elizabeth (Jones) Glover. The father was an old-time sailor on the lakes and mate of the steamer Dictator previous to his death, which occurred in 1872. Mrs. Glover lives with her son on Fargo avenue, Buffalo.

The Captain was born at Buffalo in 1861. At the age of twelve years and immediately succeeding his attendance at Public School No. 2, he began sailing the lakes as second cook on the propeller Toledo of the Union Steamboat Company's line; she was in the passenger service from Buffalo to Toledo, and later in the season running to Green Bay. He was next porter on the propeller Passaic (running between Buffalo and Green Bay) a season, which ended at Buffalo. The succeeding season he was porter of the steamer Canisteo, of the same company and in the same trade. In 1878 he shipped as porter of the steamer St. Louis, remaining with her the full season, and served in the same capacity in the propeller Pacific for the season of 1879. The first two months of the season of 1880 he was wheelsman of the steamer Grand Traverse under charter by the Wabash line and in the trade between Buffalo and Toledo. He then acted

as watchman for a trip on the Waverly, and closed the season as wheelsman of the Dean Richmond of the Union Steamboat Company's line. The following season he was wheelsman of the steamer Japan, of the Lake Superior Transit Company, in the passenger service between Buffalo and Duluth. For the first month of the season of 1882 he was fireman of the Buffalo harbor tug Orient, of Maytham's line, from which employment he returned to the steamer Japan and acted as her wheelsman two trips and a half, leaving her at Duluth to become mate of the tug John R. Paige, which was owned by the Sexsmith Lumber Company, of Duluth, and was used in rafting logs from Burlington bay and Stewart river to Duluth.

In the season of 1883 Captain Glover began as mate of the tug Alice M. Campbell, owned by the Oneonta Lumber Company, of Duluth. He was then master of the tug John McKay for a couple of months, towing logs in Stewart river and Burlington bay. For a short period he was master of the ferryboat Hattie Lloyd between Superior and Duluth, and closed the season as mate of the tug Henry F. Brower, engaged in the freight and passenger traffic between Duluth and Two Harbors. The following season he was master of the harbor tug Maggie Carroll, of Duluth, about two months, and from her went to the J. H. Upham, Jr., owned by Williams & Upham Co. He was also mate of the steamer Old Agnes, in the passenger and freight traffic on the north shore of Lake Superior, for part of that season. In 1885 Captain Glover continued in the master's berth of the J. H. Upham, Jr., and was engaged in tug work with her on the Sault Ste. Marie river. Following that work he returned to Buffalo and entered the employ of the Sherman S. Jewett & Co. foundry, where he operated a stationary engine for a period of sixteen months. For the season of 1887, beginning with the month of April, he was master of the tug H. L. Fairfield, of the White Star line, and continued on her during 1888. Until September, in 1889, he was master of the steamer Huntress, between West Ferry street and the McComb

House, and finished that season as master of the tug Alpha of the Maytham line, remaining as master of her through the season of 1890 and until August, 1891, when he was transferred to the tug O. W. Cheney, of the same line, in which he continued steadily until May 26, 1895. He then became master of the excursion steamer Columbia in the trade between Buffalo and Dunkirk, Erie, Port Dover, Port Colborne and all resorts on Niagara river, occupying that berth until August 10, when he returned to the Cheney, of which he has since been master continuously until the close of the season of 1897.

On February 15, 1898, he was appointed master of the government steamer the Gen. John M. Wilson, built by the Craig Shipbuilding Company, at Toledo, Ohio, and later John R. Glover brought her out. The Gen. John M. Wilson is in the engineer service of the U. S. under the Department of War. Captain Glover has been very successful in his marine career.

During his employment in the Maytham Tug line, Captain Glover has on many occasions given abundant evidence of his courage in dangerous times, going to the assistance of vessels in distress when others in the same vocation have preferred to take their chances inside the harbor; and it will not be out of place here to mention a couple of instances by way of illustration. Late in the fall of 1895 the steamer S. C. Hall, with consorts Ida Keith and Nellie Mason, left Buffalo Harbor on a Saturday night bound for Chicago with coal. When off Port Colborne the wheel chains of the Hall parted, and she was at unusually great disadvantage on account of the heavy sea, but she reached the harbor in safety with the assistance of the O. W. Cheney. The Keith, left to her resources, also succeeded in reaching the harbor with the assistance of the tow tugs O. W. Cheney and Acme. The Mason was not so fortunate, as on account of the derangement of her steering gear, she could not be handled properly, and was finally compelled to let go her anchor about two miles off Port Colborne and set up a signal of distress. Captain Glover was sent to

her assistance with the tug O. W. Cheney and succeeded with great difficulty in taking off the crew. Neither the Port Colborne nor the Buffalo harbor tugs would attempt the rescue. At another time he went to the rescue of the passengers and crew of the excursion steamer Eldorado, which was stranded on Horse Shoe Reef. The steamer had landed a portion of its passengers at Ferry street, and on its way to Main street run on the reef. Captain Glover with the Cheney not only took off most of the passengers, but with them aboard his tug pulled the steamer off also. Captain Glover was a charter member of the Buffalo Harbor Tug Pilots Association, in the organization of which he was very influential, holding the number "6." He is also a charter member of Local Harbor No. 41, of the American Association of Masters and Pilots, and is starboard quartermaster.

In 1882 Captain Glover was married in Buffalo to Miss Clara May Guillod, daughter of Edward C. Guillod, a citizen of Buffalo. Two children have blessed this union: Earle D., and Pearl M. The family residence is at No. 217 Potomac avenue, Buffalo, New York.

SAMUEL A. LLOYD. Three names closely connected with the history of the Great Lakes are William A., Mark A. and Samuel A. Lloyd, three brothers, all of whom have taken an active part in marine work for many years. Of these, the last, Samuel A. Lloyd, was employed many years as a marine engineer, but for time has been employed in Cleveland, as foreman in the establishment known as the Cleveland Block Company. He was born February 26, 1852, in Westminster, Canada, and is the son of William and Margaret (Currie) Lloyd, natives of England and Scotland, respectively. William Lloyd died at Chatham, Ontario, December 8, 1885, having spent his life as a millwright and the owner of a small machine shop at Morpoth, Ontario. Mr. Lloyd survived his wife, however, who died November 10, 1860.

At his native place Samuel Lloyd had lived only two years when the family removed to Morpoth, Ontario, where he

resided until he reached his fourteenth year. At this time he entered a shop at Chatham, and served three years to the trade of machinist and practical engineer, after which he began the marine life by sailing on the City of Chatham, which came out in August of that year. Upon the Passport, Kingston and Manitoba he acted as oiler, and then as second engineer on the Quebec and Bob Hackett. At this time he came to Cleveland and spent five months on the Superior, and several seasons afterward on the following named boats: Selah Chamberlain, J. S. Fay and A. Everett as second engineer. The following season the position of chief engineer on the John N. Glidden was given him, and the season after the same position on the Egyptian. Remaining one and a half seasons on the last named boat, he came on the Continental and finished the year after August, and came on the Marquette the following spring, where he remained one season. After a season spent on the Continental as chief he came off the lakes, and since 1892 has not been in active marine work.

On June 4, 1879, he was married to Miss Jennie Smith, of Ridgetown, Ontario. They have two children, who are both in school at the present time: Nelle Margaretta, who was born August 12, 1881, graduated with honors and is now attending college; and Myrtle Edith, born October 8, 1886. In social life Mr. Lloyd is well known, being a member of the I. O. O. F., Mayflower Lodge, No. 679; and the M. E. B. A., No. 2, of Cleveland.

CAPTAIN JOHN LYSAGHT, keeper of the life-saving station at Grand Haven, Mich., during the last ten years has been uniform in his efforts to rescue life and to relieve vessels in distress. Always cool and collected in emergencies, his work has been well directed, and the results attained redound to the credit of himself and his brave surfmen. He is the son of Captain Richard and Catherine (Yore) Lysaght, and was born at St. Joseph, Mich., on January 7, 1854. His parents were natives of Ireland; the father of County Clare and the mother of County Meath. The title of Captain here applied

to the father is a military one, and was earned during the Civil war. He had been a soldier in the British Army for four years, stationed in the West Indies and Canada. When he dissolved his connection with that army in 1828, he came to the United States, locating in St. Joseph, where he opened a grocery store, which he conducted up to July 28, 1862, when he decided to take part in the struggle then going on between the North and the South. He sold out his business, and enlisted in Company I, 19th Mich. Vol. Inf., and owing to his qualities as drill master, he received a commission from the Governor of Michigan as captain of his company. His regiment was assigned to the Army of Kentucky, afterwards being transferred to the Army of Cumberland. He was with his regiment in the battle of Thompsons Station where it captured the colors of the 4th Mississippi Regiment, and at Stone river and McMinnville. After remaining in the front about a year he resigned on account of illness, and returned home, where he died in August, 1872.

Capt. John Lysaght, the subject of this sketch, acquired his education in the public schools of St. Joseph, and in 1872 shipped before the mast in the schooner Guide with Captain Whitney, transferring to the schooner Lizzie Doak, and closed the season on the Bessie Boalt, then engaged in the iron ore trade. During the next four years he sailed on the schooners Lizzie Doak, Nelson, Sunrise, Golden West, Eliza Gerlach, A. C. King and others. In 1877 he went to the Black Hills and gained some experience in a mining camp, but he is very reticent regarding the amount of his wealth obtained. On returning to the East he with some companions stopped at Fort Randall where they constructed a raft out of four slabs and an old door, with which they navigated the Missouri river. In the spring of 1882 he became mate and supercargo of the scow Libbie Carter. During the previous years the Captain had become an expert boat-man and in 1883 he joined the Muskegon life-saving station as surfman, transferring the next year to the station at Big Point Sauble, and it was in March, 1885, that he was promoted to be keeper of that

station. During his incumbency the most notable work was a pull of twelve miles to the rescue of the crew of the tug Williams, which was destroyed by fire. In 1866 Captain Lysaght was appointed keeper of the station at Racine, Wis., where he remained until July, 1888, and where his crew made a good record, saving lives and property, including the schooner Howland, which they took to Chicago waterlogged, and the schooner Miami, with five lives. It was in July, 1888, that he was transferred to the station at Grand Haven, where he is keeper at this writing, and where he and his crew have made a most enviable record among life savers on the lakes. The surfmen composing the crew at Grand Haven are William Walker, Jacob Van Welden, Peter Denean, John Dwiggans, Charles Robinson and John Welsh, ranking in order named. The most notable relief afforded by Captain Lysaght and crew in 1889 was the rescue of seven small boats and thirteen men, schooner Fond du Lac and two men-schooner Eveline Bates and two men, schooner Una and three, schooner Rambler and four; in 1890, Laura Miller and three, Spanish Lou and two, J. W. Johnson and two; in 1891 a yawl boat and one; schooner Ellen Stevenson and three. On this occasion the Stevenson came down from a topping wave and split the surf boat; a part of the line ran out, but the crew succeeded in saving the lives of three people. In 1892 a capsized canoe and one man, schooner Mary Cornell and two, fish boat Magdalen and three, schooner Joseph C. Snit and seven, Hattie Leroy and three, Jessie Martin and two, Una and two, Archie McDougall and two; in 1893, tug John A. Miller and six men, schooner Wandered and three, steamer Nellie D.; 1894, schooner Pearl and two, Agnes L. Potter and one, Maria and two, Alert and two, and Antelope; 1895, schooner Henry C. Richards and eight men, Maria and one; 1896, schooner Nellie Johnson and four, a naphtha launch and seven, capsized skiff and two, steamer Joe and four, schooner Indian Bill and one, Lena Behn; 1897, schooner Mary Dykes and two men, scow and five, skiff and one, launch Restless and two, Indian Bill and one; 1898,

schooner Condor and two men, James H. Hall and four, and a naphtha launch and three. It is useless to go into detail regarding other work of this crew of life savers. Captain Lysaght found the bones of the schooner Orphan Boy six weeks after she disappeared, on January 1, 1895, four miles north of Big Point Sauble. She carried a crew of eight, who were supposed to have been robbed after being drowned.

Capt. John Lysaght was wedded to Miss Mary, daughter of Rev. Ezekia and Elizabeth (Hammond) Harney, of Ludington, Mich., the ceremony being performed on April 6, 1885. The children born to this union are: Agnes L., Alice Elizabeth, John W., Kathleen Mary and Jane Margaret. The home of these little ones has been beautified in many ways, and they keep it surrounded by a charming lawn studded with bright scarlet blossoms. Socially the Captain is a member of the Sons of Veterans.

CAPTAIN WILLIAM R. WAKELY, owner and master of the schooner Antelope, of Port Hope, Ontario, Canada, is one of the best navigators on the Great Lakes, and one of the most popular, being proverbial for his genial, affable and courteous manner.

Our subject is a Canadian by birth, having first seen the light in 1854, at the place known as Cranberry Marsh, in the suburbs of Port Hope, Ontario, in which town he received his education. At the early age of eleven years, in 1865, he commenced sailing the lakes in the capacity of cook's mate, shipping out of Port Hope on the schooner Enterprise, and for two seasons he had charge of the galley, his excellent cooking earning for him a wide reputation on the lakes; while it is even recorded that several of the crew during his incumbency as "chef" were thoroughly cured of chronic indigestion and dyspepsia, although he was three seasons on the Enterprise, during the last one serving before the mast, in other words as able seaman. In 1869 he shipped in the latter capacity on the schooner Otonabee, and remained thereon one season; next year he went before the mast on the brig Cavalier; following year shipped on the Annie Minnes, and was mate of her

three seasons. On leaving the Minnes, he went next year as sailing master on the schooner *Little Kate*, of Oakville, Ontario; from her, next season, he went as mate of the schooner *W. J. Suffell*; then took charge as captain of the schooner *Wave Crest* for five seasons, having bought an interest in her, which, however, he afterwards sold, and then retired from the lakes for six years.

In the fall of 1888 Captain Wakely recommenced sailing, shipping on the schooner *Delaware*, remaining on her during the following spring, and sailed her for two seasons, then going on the schooner *Jamieson*, which he sailed three years. From the *Jamieson* he shipped on the schooner *Flora Carveth*, and sailed her four years in a good coarse freight business. Making an advantageous "deal," he in the spring of 1897 became owner of the schooner *Antepole*, and is now sailing her as captain, trading principally on Lake Ontario.

During his long experience as a mariner on the Great Lakes, in various capacities. Captain Wakely has on the whole met with good fortune. His principal mishap was when his schooner, *Little Kate*, went ashore on Snake island, near Kingston, Ontario. As she was loaded with peas, they had little difficulty in lightening her and towing her off, without the loss of any one on board. In fact, only one man in our subject's employ lost his life, a sailor named William Foster, who fell overboard in Oswego harbor, near the drawbridge, while lowering a boat, and was lost in the darkness. On another occasion, a seaman was struck by a sail and knocked overboard while he was out on the boom furling a jib; there was a pretty heavy sea on, and the vessel was pitching terribly, so watching his opportunity, the man, swimming for dear life in the water, grabbed the bobstays as the vessel pitched downward and climbed on deck. On yet another occasion, while our subject was captain of the *Flora Carveth*, a sailor was struck by lightning, and remained insensible for some time. Captain Wakely put into the nearest port and secured a physician, his prompt and humane action no doubt saving the man's life.

In 1876 our subject married Miss Delilah Gertrude Mix, of Port Hope, daughter of I. N. Mix and Martha Mix, and five charming daughters, all bright, intelligent and well educated, grace this union, named respectively: Annie Maud, Lilian Gertrude, Mabel Vernon, Rose Edith and Tressia Gipsy Pearl. They are great companions to their parents, and in the hot days of the summer months they oftentimes accompany their mother on a short cruise on their father's vessel.

In his political preference Captain Wakely has always been a strong Liberal, and has worked and voted in the ranks of the Reform party ever since he first got his franchise. In religious faith the entire family belong to the Wesleyan Methodist Church, the young ladies being quite a power in the Port Hope church as well as social circles. The Captain owns one of the finest residences and other property in Port Hope, where the family are all held in the highest esteem.

CAPTAIN CYRUS SINCLAIR has perhaps had as wide and varied an experience as any master on the Great Lakes, and is as well known as any navigator, although comparatively a young man, as regards the essential qualities—vigor and vitality of body and mind. He is at this time the representative of the well-known marine and fire insurance firm of C. A. McDonald & Co., doing business in the Rialto building, Chicago. He bears many of the finer traits of character so necessary in a business of that nature, honesty, integrity, and justice, which have caused many of the vessel owners on the American lakes to give in their adhesion to the firm which he represents.

The Captain was born in Simcoe, a town near Port Dover, Ontario, in 1846, and is the son of Capt. John and Agnes (Sinclair) Sinclair. Although his mother did not change her name, she belonged to another family of the same name, and being satisfied with her maiden name she was pleased to bear it through life. The father was born in the Shetland Islands in 1811, and came to the United States in 1842, first locating in Lockport, afterwards removing to Buffalo,

out of which port he sailed a number of years, going thence to Simcoe and finally to Strathroy, Ontario, in 1847. He continued to sail as master until 1864, his last command being the schooner George B. Steel. He was then appointed keeper of the light-house at Fort Gratiot, Port Huron district, holding that position until 1878, when he resigned to give personal supervision to his real-estate interests in and about Port Huron. The family consisted of eight sons and one daughter, all living to take part in the celebrating of the golden wedding of their parents. All the sons are master mariners and all living but Peter, who was drowned off the schooner Zach Chandler, a day or two after the event above mentioned. The mother of the family passed to her last rest in December, 1880, and the father in October, 1887.

As may have been observed, Capt. Cyrus Sinclair was but three years of age when his parents became residents of Port Huron, at which place he acquired a good public-school education, and began sailing before the mast in various vessels when quite young. At the age of twenty-one Captain Sinclair applied for and was granted master's license and was appointed to the command of the tug John Prindiville. He is best known among the older vessel men as a well qualified master of river tugs, towing barges between Lakes Huron and Erie, and it is but right to say that some of the most prosperous owners on the lakes graduated from that branch of marine business. In the spring of 1871 he was appointed master of the steamer Iron City, plying in the oil trade between Cleveland and Buffalo in the interests of Frank D. Rockefeller. His first practical experience as a wrecking master was gained in 1874, when he entered the employ of George E. Brockway and placed in charge of his wrecking appliances, and stationed at Cheboygan, Mich., afterwards known as the Detroit Tug Association. He succeeded in floating many notable wrecks, recovering everything he undertook. In the spring of 1879 he entered the employ of Capt. James Davidson, and sailed the steamer of that name two seasons.

It was in the spring of 1881 that Captain

Sinclair removed to Chicago, taking charge of the tug Martin and sailing her two seasons, after which he was appointed master of the tug Commodore. In the spring of 1886 he was chosen superintendent of the Chicago Tug line, founded by Capt. George B. Gilman, consisting of five tugs, and later on so well did he represent the line and push business that a pool was organized consisting of twenty tugs, and the captain was appointed superintendent of the entire fleet. In June, 1886, Captain Sinclair was appointed United States inspector of steam vessels for the Chicago district, and performed the duties of the office until 1894, when he resigned to accept the position he now holds as the wrecking master of the A. C. McDonald & Co., in the fire and marine insurance business in Chicago. Captain Sinclair owns a one-fourth interest in the steamer Phenix, the other shares being owned by W. Rardon and James Davidson.

In 1872 Captain Sinclair was united by marriage to Miss Mary M. Brockway, of Port Huron, Mich. To this union three sons were born, two of whom are now living, Cyrus F. and Lewis B.

LEWIS C. WALDO. Among the men who have achieved prominence in the vessel business at the port of Detroit is Lewis C. Waldo, who was for several years associated with the late Capt. E. M. Peck.

Mr. Waldo was born in the State of New York, and when he was quite young his parents removed to Milwaukee, Wis., where he afterward attended school and acquired a good education. When old enough to strike out for himself he went to Ludington, Mich., and engaged in lumber business. While at Ludington he had built, at Wheeler's Bay City yards, the steamer George W. Roby, handling the boat from Ludington for some years, in connection with his lumber interests. Mr. Waldo came to Detroit in 1890, and has largely extended his vessel connection, being now manager of the Northwestern & Roby Transportation Companies, and president of the Swain Wrecking Company.

The Northwestern Transportation Company, of which Mr. Waldo is secretary,

treasurer, and general manager, owns the steamers H. H. Brown, S. R. Kirby, Fayette Brown and E. M. Peck, and the barge George E. Hartnell. These boats are operated on Lakes Michigan, Superior, Huron, and Erie in the transportation of iron ore, coal and grain.

The Roby Transportation Company owns the steamer L. C. Waldo, built in 1896 at the Wheeler yards. This boat, although not so large as some of her competitors, is one of the finest freight boats on the lakes, being provided with every modern appliance for the rapid and easy handling of cargoes. Mr. Waldo expresses himself as highly pleased at the performance of this boat during her first season.

THOMAS FRANKLIN NEWMAN was born in Cleveland, Ohio, April 8, 1853, at which port he was reared and obtained a liberal education. In 1872 he entered the employ of the Detroit & Cleveland Steam Navigation Co., as receiving clerk in Cleveland, and remained with the firm for twenty years, resigning to take the general management of the Cleveland & Buffalo Transit line. Mr. Newman's business career has been of a steady and successful growth, beginning as clerk with the Detroit & Cleveland line and working his way upward to the office of general agent at Cleveland, succeeding the late Capt. L. A. Pierce, in 1882, and ultimately resigning that position to assume the duties of the more important office in the new line of steamers.

In 1882, Mr. Newman married Miss Carrie L. Glover, daughter of Luther M. Glover, of Howell, Mich. He has resided in Cleveland since that time, and is highly respected by his business associates and widely known as a business-like and courteous traffic manager.

JOHN PEARSON CLARK, who gave to the city of Detroit the handsome west side park which bears his name, was one of the few men whom almost everybody knew, due to his striking personal appearance and somewhat odd ways. He was born at Catskill-on-the-Hudson, April 10, 1808, and when ten years of age came west with his

parents, the family locating near Wyandotte. Here a small farm was cleared, but it proved of so little value that the family lived in straightened circumstances until the death of his father, in 1825. In the spring of 1826 young Clark engaged in the fish business, and from the very beginning made money. While Detroit was yet a mere trading station, he found a market for tons of fish and laid the foundation for the large fortune he subsequently accumulated. During the succeeding years up to 1836 he fished principally in the Maumee river, and at the same time furnished wood for the canal boats. In 1833 he added a steam-barge to his possessions and conducted a towing business as a side interest. In 1836 he made an exploring expedition along the shores of Lake Michigan, and from the Indians learned the location of the choicest fishing grounds. He then took his brother George and Shadrach Gillett into partnership, and with a gang of some fifty men they thoroughly fished these waters for some years. He removed to Detroit and started in business as a shipbuilder, erecting the shops and dry docks at the foot of Clark avenue, which are still known as Clark's shipyards, and owned by the Detroit Dock Company. Here Mr. Clark built the Jay Cook, Alaska, Pearl and Gazelle, Riverside, and many other well known boats, in most of which he retained an interest for years. From this time his property accumulated rapidly, and all of his ventures proved successful. He acquired the ownership of the Hickory, Aleron, Sugar, and two or three smaller islands at the mouth of the Detroit river, one near Toledo, another at the mouth of the Huron river, and large tracts of land in Michigan and Wisconsin. He also owned a good deal of real estate in Detroit, and held stock in a number of manufacturing concerns.

Mr. Clark died at his home on the river road September 3, 1888. He was twice married, his first wife being Susan Booth, of York, England, his second wife, whom he married in 1863, being Eliza W. Whiting, who died in 1883. The surviving children at the time of Mr. Clark's death were: Mrs. J. A. Hekkong, of Paris, France; Mrs.

George Atcheson, of Detroit; Miss Florence, afterward Mrs. W. O. Ashley; Norman S. Clark, of Detroit, and Alvin S. Clark, of Detroit. John P. Clark was a man of strict honesty and integrity, and his career was a fine example of what can be done by energy and perseverance. He gave personal direction to many of his interests until within a few months of his death, retaining his shrewdness and farsightedness until almost at the very end.

JOHN SMITH, a popular and skillful marine engineer sailing out of the port of Cleveland, was born in 1829, at Glasgow, Scotland, a son of Thomas and Jane Smith. He is, perhaps, one of the oldest engineers in service on the lakes. The vigorous and enduring constitution so often assigned to the Scot is his, and his stock of vitality and energy doubtless emanates from a system or principle in his youth and followed closely during the many years of his life. He has secured for himself many warm friends, and has made but few enemies.

He attended the public schools of his native city four years, after which he went into one of the many shops in Glasgow to learn the machinist's trade, applying his attention more especially to engineering, and in the meantime attending a night school. After having served the usual apprenticeship he secured a lucrative position as engineer in one of the large manufacturing establishments of Glasgow, still continuing his attendance at the night school, until finally he was requested by the tutor to take charge of the senior class, which request he reluctantly complied with, thus continuing his night studies and duties as teacher for eight months. He then opened a class on his own account, and his school was well attended until 1862, when he closed it. He continued his occupation as engineer in Glasgow up to April 9, 1863, when he removed with his family to Canada, locating in Montreal. He there entered the employ of Mr. Gardner, a machinist of much note at that time. After remaining in the shop a short time, he shipped as chief engineer of the tug steamer *Minerva*. In the spring of 1864 he took

charge of the machinery of the side-wheel mail steamer *Express* (this steamer was destroyed by fire in Alexandria Bay in 1865). In the spring of 1865 Mr. Smith took the steamer *Arctic*, owned by O'Shea & McNorton, two years. In 1867 he was transferred by the same firm to Ottawa to fit out and run a blast furnace, where he remained eighteen months, when the company went out of business. Still remaining in the employ of O'Shea & McNorton, he was transferred to the side-wheel passenger ferry *Fairy*. In 1868 he was sent by the firm to Brazil, Ind., at the request of Mr. Henry Chisholm for a competent engineer to take charge of all the machinery of two blast furnaces, a rolling mill, five coal banks, and all necessary pumps. Here he remained four years, when he went to Niles to take charge of the Andrews mill as master mechanic. On July 17, 1874, he went to Cleveland and shipped as engineer of the steamer *City of Sandusky*, plying between Cleveland and Port Stanley and making three round trips per week, till the fall of 1875. In the spring of the following year he took the steamer *Roanoke*, plying between Buffalo and Chicago, remaining one year; in 1877, the yacht *Rosalind*; in 1878, the side-wheel steamer *Saginaw* on the old route between Cleveland and Port Stanley. In 1879 he entered the employ of the National Flouring Mills in Cleveland as engineer, where he remained six years. In the spring of 1886 he returned to marine engineering, and was appointed chief of the steamer *George T. Hope*, which berth he held for five seasons, leaving it to take the machinery of the steel steamer *Northern Queen*, which he brought out new, then transferring to the *Caledonia*, after which he brought out the *Italia*, new, for the same line. In 1891 he shipped as chief on the *C. W. Elphicke*. In 1896 he took out the *George N. Orr*, which he laid up at Chicago at the close of the season. His first Canadian license was taken out in 1863, and his first United States license in 1874.

John Smith is a Mason of the Chapter and Council, also a prominent Odd Fellow, and is an ardent worker in the Marine En-

gineers Beneficial Association, in which he has filled the chair for three years consecutively.

On June 21, 1851, Mr. Smith was married to Miss Catherine McClure, of Glasgow, Scotland, and after her death, he, on March 7, 1873, was married to Miss Agnes Mair, also of Glasgow. They have a large family of grown sons and daughters. The family residence is at No. 100 Tracey street, Cleveland, a new brick building which Mr. Smith erected between the time of laying up his boat and sailing the following spring. It is well filled with all the comforts and luxuries of home-life.

CAPTAIN WILLIAM JOHNSON: Few if any of the pioneer lake captains and vessel owners have a wider or more extended experience of the Great Lakes than Captain Johnson. From the age of fourteen he has been a sailor or been closely identified with vessel interests. He comes from the northern land in the Old World which has furnished so many of the better class of lake men.

Captain Johnson was born in Norway in 1836, and at the age of fourteen years went as cabin boy at Arendal, Norway, and for five years sailed on the Baltic, the North Sea, and the Mediterranean; also sailing from Christiana, Norway. While thus employed he had many interesting experiences. When he was sixteen years of age, sailing on the Norwegian ship Frey, he nearly met his death by drowning. The good ship was entering the harbor of St. Tubas, Portugal, and the crew were lowering a small boat, in which young Johnson was placed for the purpose of unhooking the tackle from the masthead in order to let the boat hang in the tackle under the yardarm to lower it down to clear the side of the ship. The end of the tackle, not being made well fast in the block, slipped, and the end of the boat dropped down throwing him head foremost into the sea. The tide was running out at the rate of five or six miles an hour carrying Mr. Johnson with it, but being a good swimmer he kept afloat, and kept constantly watching his ship though with little hope of ever reaching it again. His

thoughts were on the death that seemed to await him, and of the loved ones at home, who would so grieve at his untimely death; but just as all possible hope of rescue seemed passed, and he was calmly waiting the end, he was rescued by an old Portuguese peddler, by the name of Joseph, who was in a small boat peddling fruit and wine among the vessels.

In 1855, at the age of nineteen, our subject came to Chicago, and at once entered the employ of George Steele, who owned a number of vessels, among them the St. Lawrence, on which Captain Johnson sailed during the seasons of 1855 and 1856. During the seven successive winters, so attached had Mr. Steele become to the young sailor that our subject made his home with his employer, and was regarded as one of the family during the summer months following sailing. An incident which illustrates the bravery of Captain Johnson, as well as his devotion to his friends, is worthy of mention in this sketch. In February, 1857, Chicago was visited by a flood caused by rain and melted snow, which carried away bridges and did much other damage. While the flood was at its greatest height, Mr. Steele and Captain Johnson attempted to cross the river at Healeys slough, now the branch that runs to the stockyards, with a horse and buggy. Thinking the bridge was still in place, but covered with water and floating ice, they drove the horse into the river, to their dismay, however, finding the bridge had been carried away, so horse, buggy and men were thrown into the water, and were in great danger of being drowned. Captain Johnson succeeded in getting to the opposite shore, caught the horse by the head and assisted him to get a footing on the river bottom. He then swam out and rescued Mr. Steele, who was a large, heavy man, and brought him ashore in an almost exhausted condition. Mr. Steele ever after, in relating the incident to his friends (as he often did), gave Captain Johnson the credit of having saved his life, and his gratitude was shown in his honest admiration and friendship for his noble rescuer.

From the time that he entered the em-



William Johnson

ploy of Mr. Steele, in 1855, Captain Johnson's career on the lakes has been a successful one. As stated above, he first sailed on the schooner *St. Lawrence*, where he remained two seasons, and then became a vessel owner by the purchase of the schooner *Fish Hawk*, which he sailed from Chicago, and which was engaged in the coasting trade. Two years later he bought the schooners *Traveller* and *Richard Mott*, and engaged in the grain trade. During the same season he sold the *Mott* and purchased the schooner *D. O. Dickenson*. This vessel he sold in 1860, and the same season bought the schooners *Paulina*, *Magnolia* and *Rosa Belle*. To this fleet he afterward added the schooners *Cecelia* and *Ida*, and he was largely engaged in the grain trade, besides doing considerable in lumber. In 1870 he built the schooner *Lena Johnson*, and later the schooners *Clara*, *Olga*, *Alice* and *William O. Goodman*. Three of these he still owns. In the early days of Captain Johnson's experiences on the lakes, freights were much higher than now. He once took to Buffalo, in the *Magnolia*, 9,000 bushels of corn in one cargo, and received for carrying it twenty-seven cents per bushel. It was a large cargo for that time.

While sailing on the lakes years ago many of the disasters which were common came within the personal knowledge of Captain Johnson. He witnessed the burning of the steamer *Niagara* at Port Washington in 1857, and assisted in the saving of the crew. When the schooner *Greyhound*, loaded with grain, went ashore at Sheboygan, Captain Johnson helped to shoot a line out, and assisted in rescuing most of the crew; two who tried to swim ashore were drowned. About a month after the loss of the *Lady Elgin*, he picked up the bodies of two women, who were among the passengers, one of whom was identified by two rings on her finger (one having the letters "W. B. G. L." engraved on it, the other having "B. L." on it), and supposed to belong to Milwaukee. He took the bodies to Racine, where the inquest was held and the bodies buried. The three schooners now owned by Captain Johnson—the *Clara*, the *Olga*, and the *William O.*

Goodman—are all engaged in the lumber trade for the Sawyer Goodman Company. They were built by Captain Johnson, and have ever since been employed in that trade.

Captain Johnson was married in Chicago, in 1872, to Miss Eline Theodora Shoemaker, who was born in Norway. Of their five children, three are now living—*Clara Amelia*, *Olga Theresa* and *Alice Eline Theodora*. Captain Johnson is a well known resident of Wicker Park, Chicago, and is quite largely interested in real estate in that vicinity. He was one of the early settlers of the Park, and for five years he has been engaged in some large transactions. However, he still retains a deep interest in marine affairs, and is one of the representative vessel owners of the Great Lakes. What he is, and what he has, is due to no inside influence. He landed in America a poor sailor, and by his indomitable energy, and faithful attention to his duty, he has attained an honorable place among his fellow men, and through legitimate channels of business has acquired a high position in the financial world.

In 1878, accompanied by his wife and eldest daughter, the Captain visited the Paris Exposition, and spent five months traveling in Europe.

CAPTAIN JAMES R. INNES. There is no better known man connected with the railroad ferries than Capt. J. R. Innes, who for twelve years has been superintendent of the boats owned by the Michigan Central Railroad Company. He was born May 1, 1845, in Chatham, Ont., but early in his life his parents, Robert and Mary (Cox) Innes, removed to Detroit, and there took the family. Robert Innes was a native of Scotland, whence he came to America, and here spent many years as a sailor on the lakes. He died at Chatham, Ont., in 1848, being survived by his wife, who died in 1896, at Amherstburg, Ont., at the age of eighty-seven years. Capt. J. R. Innes attended school at Detroit until his fifteenth year, when a strong desire for marine life was gratified by his going on the scow, *Frank Pierce*, at Detroit. He then went on the tug *A. Pratt*

as cook, on leaving which vessel he sailed on a number of other boats, until he took charge of the wrecking tug *Prince Alfred*, where he remained some three or four years and then, in 1871, went on the C. S. R. R. ferries. Later he returned to the *Prince Alfred*, and in about the year 1884 took a position on the M. C. R. R. ferries at Detroit, as master of merchandise and transfer, still later being appointed superintendent of all the ferries of the M. C. R. R., the position he now holds, and which he has since filled to the utmost satisfaction of his employers, who well know his ability and thorough knowledge of his work. In May, 1866, Captain Innes was married to Miss Louisa Horn, of Detroit, a daughter of Captain Horn, whose life is so prominent in connection with the history of the Detroit ferry boats, and a sister of Capt. George Horn, who sails the *Excelsior* at the present time. Captain and Mrs. Innes have had five children: Lulu, who is married to Frederick H. Cooper, superintendent for Walker Sons, Walkerville, Ont.; H. L., who follows the sailor's life, having been quartermaster of the *North West* during the season of 1896; Walter J., who is in a dry-goods store at Windsor, Ont.; Ivy and Lottie, the youngest, who are still at home.

CAPTAIN ROBERT COONEY is one of the best known sailors between Kingston and Port Arthur. In the city of Chicago he is so well known that he thinks the "Windy City" a good place to steer clear of, for was not he the intrepid mate who assisted Captain Irving, master of the good ship *Edward Blake*, to carry off McGarigle in his famous escape from justice, landing him safely on Canadian soil. Captain Cooney was so written up and pictured in the Western papers at that time that his name was nearly as familiar as that of the President. When the gallant Captain becomes enthusiastic over the institutions of the glorious United States, and some friend asks him pointedly, "Why don't you go over there, then, if you are so fond of the country?" his answer invariably is, "I would if I could, but I can't, and if I can't, how can I, can you?"

Captain Cooney was born at Port Dalhousie, Canada, in the year 1862, and in this town attended school until he was fourteen; and it is said of him that he was so adverse to school discipline that the doors and windows had to be locked in order to keep him in the building. Thus, it is only natural that the boy's adventurous spirit should lead him to choose the life of a sailor at a very early age. His first boat was the barkentine *Cecelia*, which was engaged in the grain trade between Kingston and Toronto. Then he was on the schooner *Gulnair* for a time, and afterward on the American schooner *Senator Blood*, of Oswego, which carried grain between Detroit, Toledo and Buffalo. On the schooner *Jamaica* he attained to the position of mate, this boat running between Kingston, Oswego and Chicago, after which he served on various boats, mostly schooners, which included the *John R. Noyes*, the *Guido Festor* (a schooner carrying 60,000 bushels), the *Lizzie A. Law*, of Chicago, the *Comanche*, and the *Edward Blake*, on which boat, during the year 1888, was safely conveyed to Canadian shores the boddler-politician McGarigle, when escaping from the political sleuth-hounds of an opposite party, who were metaphorically thirsting for his blood. In 1889 he entered the employ of the Hamilton Steamboat Company's line, serving at different times on their two fine boats, the *Macassa* and the *Modjeska*. These boats were built on the Clyde, and sailed across the ocean to enter into their fresh-water service on the Great Lakes. They are the two most commodious and best fitted up steamships on Lake Ontario, and the only one having the many advantages of compound triple expansion engines and twin screws, they being capable, by means of the latter, of turning round within their own length. Five years ago Captain Cooney became commodore on the fine side-wheel steamer *Garden City*, which plied between Toronto and the various lake ports, remaining on her many seasons.

Captain Cooney can recall many exciting episodes in his career, not the least interesting of which is his experience on the *Comanche*, when she was dismasted and

wrecked on Lake Ontario in 1886. He is a lake captain who has had wide experience, and is one whom his employers implicitly trust at all times, although, as he says himself, he has often had to shoulder their sins as well as his own. When at home the Captain resides at Port Dalhousie, which is situated at the Lake Ontario entrance to the Welland canal.

CAPT. JOHN M. TWITCHELL is one of the most prominent masters of passenger steamers sailing out of Chicago, and it is exceedingly rare to find a master mariner who has been shipmate with so few vessels. He has had twenty-six years' experience and is now, and has been for the last ten years, master of the second steamer in which he ever sailed. He is acknowledged to be one of the best Lake Superior pilots, and has universally met with good results in all of his passages between Duluth and Chicago. He is thoroughly conversant with the operation and product of the Lake Superior copper mines, the working of which he describes in an entertaining manner. He has carried thousands of tons of this copper in barrels, billets, ingots, pigs, and in bulk from Hancock and Portage Lake to Chicago; also manufactured copper in fine wire, plate copper, boiler bottoms, etc. Last season when the remains of the steamer Pewaubic were discovered, he got a piece of pure copper taken from the wreck which he preserves as a relic.

Captain Twitchell was born in Pulaski, Oswego Co., N. Y., October 17, 1850, a son of Horace and Elmira (Balsley) Twitchell, also natives of Pulaski. His paternal grandparents, Luther and Persis (Percey) Twitchell, were both natives of Vermont, while his maternal grandparents, Nicholas and Randy Balsley, were natives of that county, but of German and Scotch descent respectively. Our subject's father was a lake pilot, for many years in the employ of the old Northern Transportation Company, as mate on the steamer Maine, recently burned at Tonawanda, N. Y., and on the Oswegatchie, with Captain Chipman. The last vessel on which he sailed was the steamer J. L. Hurd, with Capt.

Thomas Lloyd. In 1882 he met an accidental death on that steamer by falling into the hold, just as she was entering Duluth harbor. The mother died in Pulaski, N. Y., in 1863.

Captain Twitchell, of this sketch, acquired a liberal education in his native town, attending the public schools until he reached the age of eighteen years, after which he worked on a farm for four years. It was in 1872 that he went to Chicago and shipped with Capt. Thomas Lloyd in the steamer J. L. Hurd, as watchman, and remained on her sixteen years, advancing rapidly to wheelsman, second mate, filling the office of mate five years, and finally becoming master, and as such he sailed her two seasons. In the spring of 1888 he was appointed master of the City of Traverse, and has sailed her ten consecutive seasons without serious mishap of any nature. It was the Captain's good fortune to assist the life-saving crew at St. Joseph in rescuing the crew of the steamer City of Duluth, sunk off that harbor. He has nothing but words of praise for the gallantry of the life savers at St. Joseph, who worked from 10 o'clock at night to 5 the next morning in bitter cold weather, and succeeded in saving forty people. The Captain is one of the earliest members of the Ship Masters Association in Chicago.

On February 6, 1878, Captain Twitchell married Miss Lottie, daughter of Samuel and Margaret Emery, of Mexico City, N. Y., and the children born to this union are: Earl, Lester, and Milton J., deceased. The family homestead is at No. 3811 Michigan avenue, Chicago, Illinois.

CAPTAIN GEORGE A. MCLEOD, at the age of fifteen, left home and went to Port Huron, where he has resided ever since. He is one of the most skillful steamboat masters sailing out of that port, and in his long experience as a captain on the Great American Lakes has filled many positions of responsibility and trust. During the last five years he has been the fleet captain for the Jencks Shipbuilding Company, and brings out all their new steamboats. He is a man of well-defined characteristics, and

although he expresses himself forcibly and earnestly, he makes no enemies among those whose friendship is worth the having—a Christian gentleman, a man of conscience and integrity.

Captain McLeod was born in Titusville, Penn., September 5, 1854, and is the son of William and Elizabeth (Ramey) McLeod. His father, who is a railroad contractor, was born in Scotland, and came to the United States when he was about twenty-eight years of age, locating near where Titusville now stands, where he met Miss Ramey, and soon after he had made her his wife, and where their son George, the subject of this sketch, acquired his education. After reaching Port Huron George McLeod in 1869 shipped as a boy on the schooner Adair, remaining all season. The next season's experience was on the brig Preble, being advanced to the grade of seaman the second year he was on the Preble. During the year 1871 he shipped as seaman out of Chicago on several vessels until the fall, when he was made second mate of the schooner Maize. The next season he came out as second mate on the schooner Collingwood, but changed from one vessel to another during the last part of the year. In 1873 he shipped as wheelsman on the river tug U. S. Grant. The three following seasons he shipped as mate on the schooner Halstead, the last half of the season of 1876 as master. The next vessel of which he had command was the schooner Homer, sailing her two seasons.

He then entered the employ of John Demas, of Detroit, as master of the schooner Belle Hanscom, sailing her the next five seasons, and at the same time being manager of the fleet of four vessels and tug Anderson, belonging to the same owner, and operating them as though they were his own vessels; making charters, attending repairs, employing the men and performing all business transactions necessary for their successful management until the close of the season of 1888, when he went to work for Mr. Bradley, of Cleveland, as master of the schooner Fayette Brown. The next season he transferred to the schooner D. P. Rhodes, and sailed her three seasons, or until July,

1892, when he was promoted to the command of the steamer Sarah E. Sheldon. His next steamboat was the Superior, sailing her until the close of the season 1893. It was in the spring of 1893 that Captain McLeod entered the employ of the Jencks Shipbuilding Company, as master of the steamer H. E. Runnells, sailing her two seasons. In the spring of 1895 he brought out new the steamer Linden, built by the company to the order of A. M. Carpenter. He sailed her two seasons, and then took command of the steamer Black Rock, built by the same company, and sailed her two seasons, up to the close of the season 1898. During the winter months Captain McLeod superintended all repair work necessary on these vessels. Captain McLeod was united in marriage to Miss Kate, daughter of Charles Stuart, of Port Huron, December 11, 1880. The children born to them were Elenior, Florence and Georgia. In December, 1890, the wife passed to the better land. Captain McLeod, in January, 1893, led to the altar Miss Theresa, daughter of John Messmore, of Port Dalhousie, Ont., and one daughter, Theresa, has been born to them. The Captain is a member of the Grace Episcopal Church at Port Huron, of the Knights of the Maccabees, and of the Shipmasters Association, carrying Pennant No. 997.

THE SWAIN WRECKING COMPANY operates the wrecking tug Favorite, which carries five steam pumps and twelve hydraulic jacks, capable of lifting from one to two hundred tons each, together with other wrecking implements and paraphernalia usually carried on such boats.

The company has done some remarkable work during the time it has been in existence, one of the most extensive jobs being on the Neosho, wrecked off Spectacle Reef in the fall of 1894. The vessel was badly damaged, and it cost some \$12,000 to release her, the repairs to the boat afterward costing over \$50,000.

The Alva, which sunk during a collision on the river Sault Ste. Marie, was raised after holes were drilled in her side by means of electric drills, and patches put on by a diver, and she was pumped out.

The Choctaw, a boat which was sunk in the same river in May, 1896, in a collision with the L. C. Waldo, was treated in the same way and raised.

During 1897 the company released the Henry Chisholm, one of the boats sunk in a collision off Grosse Pointe, and run aground near the twenty-foot channel.

The officers of the company for 1898 were L. C. Waldo, president; John S. Quinn, vice-president; A. A. Parker, secretary and general manager; J. W. Millen, treasurer. A general wrecking business is carried on, and during the season the Favorite and her well-drilled crew are generally employed.

The steel steamer Alva, light, bound for the Straits, and running full speed, ran on South Manitou island in a fog, and had to be raised with jacks eighty-four times to release her, costing about \$10,000.

THOMAS REYNOLDS, assistant engineer of the Sixty-eighth street waterworks, Hyde Park, Chicago, was born in Little Falls, N. Y., in 1853, a son of Michael and Catharine Reynolds, who spent their entire lives in the Empire State, and when but twelve years of age our subject came to Chicago, and learned the machinist's trade in the shops of the Chicago & Northwestern railroad.

The lakes had an attraction for him, and in 1873 he made his initial trip, sailing from Chicago on the barge Frankfort, being six weeks on her, after which he became second engineer on the old propeller Union, which was lost off White Fish bay, Lake Superior, then finished the season on the steambarge Nahant, engaged in the iron ore trade, and laying up in Milwaukee. The next season Mr. Reynolds accepted the position of engineer on the steambarge George Dunbar, which was engaged in the lumber trade, and after serving as assistant on her during the season of 1874, he was next selected to act as her chief, and remained as such for the following three years. In 1878 he stopped ashore, working in the machine shops, but in 1879 again accepted the position of chief engineer of the Dunbar, and remained in this position through the fol-

lowing season. In the fall of 1880 he brought out the new tug Alpha for the Chicago Dock & Dredge Co., and remained on her until 1882, when he brought out new the tug Calumet for the Chicago Canal & Dock Co., but after spending one season on her he returned to the Alpha, where he put in his time during 1883 and 1884. The following year, however, he again accepted the position of chief engineer on the Calumet for the Chicago Canal & Dock Co., remaining on her until November, 1886, when he entered the employ of the city as assistant engineer at the Sixty-eighth street water works, Hyde Park, Chicago, the duties of which responsible position he has discharged for many years to the entire satisfaction of all concerned.

Socially, Mr. Reynolds belongs to the National Stationary Engineers Association, No. 29; of the Independent Order of Foresters, and was at one time a member of the old original No. 4, M. E. P. A. Since 1865 he has been an honored resident of Chicago, where, in 1876, he was married to Miss Margaret Flood, a native of Waukegan, Ill. They have a family of six children: Kittie, Lillie, Ada, Willie, Margaret and Charley.

CAPTAIN STEPHEN LAMPOH. One of the most successful vessel masters who ever sailed on the Great Lakes was Capt. Stephen Lampoh, whose death occurred in 1884. Of his sailing career, twenty-six years were spent on vessels of the Bradley fleet, and it is related that he never lost a boat or had a mishap of any consequence. His sailing began almost from boyhood, and he successively filled every position, from cook to master. His first command was the schooner C. J. Roeder, following this as commander of the schooners Escanaba, Negaunee, Ahira Cobb and Alva Bradley, and the steamers Superior, Selah Chamberlin and Henry Chisholm. He was a sailor to the last, his death occurring on board the Chisholm as she was entering the Cleveland harbor, to put him ashore for medical assistance, he having been taken ill a short time previous.

Captain Lampoh was a native of Brown-

helm, Ohio, and was about fifty years of age at the time of his demise. He married Elizabeth Johnson, their children being: Mary, now the wife of Mr. W. Sanderson, of Strongsville; Kittie, now the wife of John Jones, an electrician of Cleveland; and Joseph, now a well-known lake captain.

CAPTAIN JOSEPH LAMPOH. Among the young shipmasters sailing on the Great Lakes few have made a more enviable record than Capt. Joseph Lampoh, of Cleveland, who has been a master of steamer and sailing crafts for ten years. He was born in Cleveland, in 1860, his father being Capt. Stephen Lampoh, who sailed vessels belonging to the Bradley fleet for twenty-six years.

Joseph Lampoh began sailing at the age of fourteen years, going with his father on the schooner *Fayette Brown*. He remained on this vessel two seasons, and then sailed as seaman before the mast on the schooner *Alva Bradley*, which was also commanded by his father. During the next four years he was engaged on various boats of the Bradley fleet, among them being the schooners *Ahira Cobb*, *S. J. Tilden*, *Sandusky*, *J. R. Pelton*, *Negaunee*, and the steamer *Superior*. During the season 1880 he was mate of the schooner *Alva Bradley*, with his father, and 1881 was mate of the schooner *Escanaba*. He was second mate of the steamer *Selah Chamberlin*, the following season, and a year later mate of the schooner *Fayette Brown*, with Capt. Fred Green. In 1884 he was mate of the schooner *John N. Martin*, and the next season master of the schooner *David Wagstaff*. He commanded his first vessel in 1886, in that year becoming master of the schooner *H. J. Webb*, and the following season was master of the schooner *M. R. Warner*, and in 1888 master of the schooner *M. E. Tremble*. In 1889 he was mate of the steamer *Colgate Hoyt*, and master of a little steamer called *J. C. Liken*, and which was lost in that year off *Spectacle Reef* in Lake Huron. Then Captain Lampoh was given command of the schooner *Sophia Minch*, which he sailed for four years, in 1894 being made master of the steamer *Everett* for one year, then the *John Glidden*, which he sailed until naviga-

tion closed in 1896, and the season of 1898 found him in a position on the steamer *Onoko* of the Minch fleet.

On January 23, 1882, Captain Lampoh was married to Miss Effie Clement, of Brunswick, Ohio, and they have one child, Cadie M.

CAPTAIN SOLOMON SYLVESTER is a thorough marine man, having been connected with the Great Lakes all his life. He was born in the township of Scarborough, York Co., Ont., June 16, 1837, his father, Samuel Sylvester, being a well-known farmer of that locality. His mother was Miss Janey Taylor, sister of Capt. Archibald Taylor, ex-deputy harbor master of Toronto port.

Captain Sylvester's parents were among the pioneers of Ontario, or Upper Canada, as it was then called, and their farm was situated about nine miles from Toronto, then known as York. The father died when Solomon, the third oldest in the family, was only eight years of age, or about the year 1845. Our subject has two brothers and two sisters, there being five children in the family, all of whom were educated in the public schools, the Captain proving an apt pupil. His one wish from childhood was to go sailing, and when he attained the age of thirteen he went on board a small coasting schooner on Lake Ontario. On different craft he worked his way up until, in 1857, he became a master, and took command of the schooner *Atlantic*. He owned and sailed different vessels until 1869, at which time he came off the water, and inaugurated a general wharfing and vessel owning and storage business in partnership with his brother David, and James H. Hickman. This firm traded under the name of *Sylvester Brothers & Hickman*, on the Esplanade, at the foot of Church street, until 1879, when Mr. Hickman died. Then the firm name was changed to *Sylvester Brothers* as it yet remains. Some of the vessels which they own are the steamers *L. Shickluna* (wrecked) and the *Eurydice*, and the schooners *J. G. Worts* (wrecked) and the *St. Louis*.

When the Trent excitement occurred, Captain Sylvester entered in the naval bri-

gade, under Capt. W. F. McMaster, and was stationed at Toronto. He held the office of master's mate, the highest that could be attained in the service. Notwithstanding his many secular duties, Captain Sylvester finds time to devote to Church and Lodge matters. He is a member of the Sons of Temperance, and the Ancient Order of United Workmen; and is a director and elder in the West Presbyterian Church, Toronto, in which he holds membership. In politics he is a Liberal, and is a strong advocate of liberal matters in the best sense of the term. He is also an active member of the Canadian Marine Association, in which he holds office, and looks carefully after inland marine matters. He has two sons who are energetically following in the footsteps of their father, and two daughters who are prototypes of their amiable mother, who was a Mrs. Janet Paterson, widow of Robert Paterson, of Kingston, Ontario, before her marriage with Captain Sylvester, which occurred in 1867.

CAPTAIN DAVID SYLVESTER. Search the ports of the Great Lakes from Fort William to the seaboard, and no truer gentleman than Captain Sylvester, of Toronto, can be found. He is as honest as the daylight, and as kind-hearted as the famous good Samaritan. Scores of people claim him as a friend, and they are never disappointed in the goodness of his nature. He is a younger brother and partner of Capt. Solomon Sylvester. The two eldest children in the family are girls, followed by Solomon, David and another brother. Their father was Samuel Sylvester, a farmer, whose place was within nine miles of Toronto, and who died while his children were comparatively young.

David Sylvester was born in Scarborough, York county, in June, 1839, the most delightful month in the year, which perhaps accounts for his genial disposition. His education was acquired in the public schools, and at an early age he began sailing. The first vessel on which he shipped was the schooner *Clarissa*, owned and sailed by his uncle, Capt. Archibald Taylor. This was in 1848, so that he was barely nine years of

age at the time. His novice trip was made from the mouth of the Humber river to Oswego, N. Y., where the *Clarissa* was bound with a load of flour. After three seasons with his uncle, young David went on to the schooner *Belvidere*, belonging to Sherwood, as cook, which place he filled for two months, then returned to his uncle's vessel. His following season was spent on the schooner *Hope*, of Hamilton, succeeding which he was for four seasons on the schooner *Atlantic*. Afterward he went on the schooner *Maid of the West*, under Captain Brothers, and on leaving her joined the schooner *Shickluna*, under Captain O'Brien, and later shipped on the schooner *Jolly Farmer*. Having made several trips on the *Jolly Farmer*, Captain Sylvester was promoted and given charge of her in 1855. During 1856 he sailed her for part of the season, but left her because the owner's manager interfered with his mate. For some time he acted as mate in the schooner *Eliza Wilson*, under Captain Gordon part of the time, and with Captain Goodfellow subsequently.

Now came the time when Captain Sylvester was to strike out for himself. In 1857 he and his brother Solomon bought the schooner *Atlantic*, which they sailed as captain and mate until 1860. That year they bought the schooner *Sweet Home*, and our subject became captain of the *Atlantic*, while Solomon took charge of the *Sweet Home*. In 1865 they disposed of the schooner *Atlantic*, and bought the schooner *Eureka*, which Capt. David Sylvester sailed.

Throughout all his trips about that time he was strongly attracted toward Cleveland, Ohio, which finally culminated in the winter of 1866, when he married Miss Robertson, of that city. His wife died, however, in the winter of 1867, and an infant daughter soon followed her mother. This blow so distracted the Captain that he ceased sailing, and eventually went into the commission and brokerage business with his brother and his cousin, Mr. Hickman, on Front street. In 1869 they leased the Church street wharf and elevator, and carried on the vessel owning, wharfing and grain storage trade, which they still pursue.

Their schooner J. G. Worts was cast away near Georgian Bay in 1895, and they lost their propeller L. Shickluna in the spring of 1897. They now own the steamer Eurydice and the schooner St. Louis.

In 1871 Captain Sylvester was married a second time, his wife's maiden name being Miss Forbes. She is a daughter of Mr. Alex Forbes, of Aberdeen, Scotland. Every one who knows Mrs. Sylvester finds her to be a comely, intelligent and fond wife, and she is the mother of four sons, and a finer quartette of young men cannot be found in the country. They are Henry S. P., of Winnipeg; and David Forbes, Samuel A. and William J., all of Toronto.

Politically, Captain Sylvester is a Liberal, and religiously is a Presbyterian, and attends old St. Andrews' church, on the corner of Jarvis and Carlton streets, Toronto. He is well liked by his minister and all the members of his church, but no one values him more than do his friends in business. In social organizations he is known as a member of the Order of Sons of Temperance, of the Independent Order of Odd Fellows, and the Ancient Order of United Workmen.

HON. MARTIN WELKER was born in Knox county, Ohio, April 25, 1819. His early education was received in one of the common schools of the day in a log house, and at the age of fourteen he began to clerk in a neighboring store. At the age of eighteen he entered upon the study of law at Millersburg, Holmes county, at the same time carrying on his studies in other directions. At the age of twenty-one he was admitted to the Bar and commenced practice in partnership with his preceptor. In 1846 he was appointed clerk of the common pleas court of Holmes county, but at the expiration of five of the seven years for which he was appointed he resigned and returned to his law practice. His life thenceforth was a conspicuous and a busy one. In 1848 he was the nominee of the Whigs of the district for Congress, but as the district was largely Democratic he was not elected. In October, 1851, he was elected common pleas judge of the sixth district of Ohio, under the new constitution

of 1851, and served the full term of five years. In 1857 he was the nominee of the Ohio Republicans for lieutenant-governor upon the ticket with Salmon P. Chase, and was elected. He declined a renomination.

On the breaking out of the Rebellion he was commissioned major and served on the staff of Gen. J. D. Cox, and served with the three-months' volunteers. He was afterward appointed aid-de-camp to the Governor and acted as judge-advocate general of the State, and served until the close of Governor Denison's term. In 1862 he was appointed assistant adjutant-general of the State, and superintended the Ohio drafts for that year. While in this work he was nominated for Congress by the Republicans of the district, then the Fourteenth Ohio, composed of the counties of Holmes, Wayne, Ashland, Medina and Lorain, and was defeated by 36 votes, was again nominated in 1864 and elected, re-elected in 1866, and again in 1868. He served on some of the important committees, and was chairman of one, making an honorable record. In 1873 President Grant gave high recognition to Judge Welker's ability by appointing him district judge of the United States court for the Northern district of Ohio. He served as such judge until the summer of 1889, when he retired under the U. S. statute from the Bench, having arrived at the age of seventy years, and suffering from defective hearing. He made a record for purity and conscientious discharge of duty excelled by none. The degree of LL. D. was conferred on him a few years ago by the Wooster University. He now resides in Wooster, Ohio.

The Admiralty decisions rendered by Judge Welker were remarkably consistent with the character of the man. They showed careful consideration, and all have undisputable evidence of a determined effort to arrive at a just and honest decision. The first cause of Admiralty tried by Judge Welker was that of *Mark English vs. the Webb*, the libellant being the owner of the *Webb*. It was an ordinary collision case calling for damages of the libellant schooner in the amount of \$3,500, and was very closely contested. As is usual in such



W. H. H. H.



M. Walker.

cases, each party attached the blame of the collision to the other, and the Judge being unable to determine upon which side the fault mostly rested found both at fault, dividing the damages, and referred the case to the clerk, the late Earl Bill, to ascertain the amount each sustained. The rule established in this case applied to all others of the same nature that were subsequently heard and decided. In cases where collisions occurred when schooners were in tow of tugs or steambarges, the usual rule was that the motive power was at fault, unless it was clearly shown in the evidence that the schooner was not properly navigated.

A very large number of decisions were rendered by Judge Welker, many more than by any or all of his predecessors or successors thus far, and the whole Admiralty practice of the court of which he was judge was revised and regenerated during his incumbency. This was brought about not only by his efforts, through his study of Admiralty law and practice, but by conference either in person or by letter with the Admiralty judges of the United States district courts at the various ports on the chain of lakes, and also by the reason of valuable assistance rendered him by his clerk, Earl Bill, who was considered by all the members of the Bar of Cleveland to be well posted in Admiralty law and practice. We cannot more appropriately emphasize the importance of his decisions than by a casual reference to a few of the most important of them which we have found in a scrap book of newspaper clippings kept by the clerk above mentioned:

The case of *C. A. Barrett et al. vs. the schooner Wacousta* was quite important from the fact that the question of "going rates" of freight was decided in the following language: "The only safe and true rule is, that rates of freight are fixed and established by actual contracts in the market, and can only be changed by contract in good faith made in the port for like services." In the case of *Barney McCarty vs. the schooner Senator*, the question whether stevedores have a lien for services rendered was raised, Judge Welker decided in favor of the libellant on the ground that the steve-

dores perform an indispensable part of the transportation and delivery of a cargo; begin and conclude it, and their services are in nature of skilled labor. Also that the contract for them was within the scope of the authority of the master of the schooner, for the reason that all maritime contracts made within the scope of the master's authority do, *per se*, hypothecate the ship."

The case of *Samuel A. Provost et al. vs. the schooner Selkirk*, was a memorable one for the reason that it established a new rule on the subject of the order of liens upon the proceeds of the sale of the vessel when brought into court for distribution. The judge confirmed the report of the commissioners to whom it was referred to construct a table of distribution of the proceeds of the schooner Selkirk. The commissioner, who was the late Earl Bill, clerk of the court as well, of long experience in such matters, made a report, presenting the following summary for the consideration of the court, showing the relative order to be observed in marshaling of liens and claims upon it. Salvage, general average, seamen's wages, bottomry bonds, in inverse order of dates, supplies, repairs, materials, towage, pilotage, wharfage, demurrage, contract of affreightment or passage, and stevedores service, damages by collision, unpaid premium on insurance, claims accruing after collision, brokerage service, mortgages, levy by execution against owner (the two last named are not maritime liens). This report was very exhaustive and was confirmed in full, and from the date of its confirmation was the established practice of the court.

Another notable decision was that of *Charles Miller et al. vs. the barge W. B. Tuttle*, in which the court decided that seamen were not entitled to their wages, unless they complete the contract, which was that they were to go to Marquette and return to "a port of discharge on Lake Erie." This port of discharge was not known to the master of the vessel at the time of the making of the contract, nor to anyone else. On the trip down the barge ran into the port of Cleveland to coal up, and the seamen jumped the boat and libeled her for wages. The court decided against them because of

their failure to remain on the boat until their arrival at Ashtabula, the "port of discharge." This case was very closely contested, as the issue was considered an important one to vessel owners.

This sketch could go on almost indefinitely, enumerating Judge Welker's decisions rendered in the interest of marine circles, both of Cleveland and Toledo, but suffice to say that the work done by him while upon the Bench will stand as precedents in all the courts of Admiralty upon the Great Lakes for many years to come.

In 1889 Judge Welker, having retired from active service, an estimate of his inherent qualities cannot be better expressed than in the language of the resolutions offered by a committee of the Bar of Cleveland assembled in his honor at the time of his retirement, and unanimously adopted, part of which resolutions are here appended:

Whereas, Under the circumstances, we, the members of the bar who have attended Judge Welker's Court for years back, regard it proper to express our appreciation of his conduct as judge, his ability as a jurist, and his kindness and many good qualities.

Resolved, That we deem it a privilege to express our high appreciation of his valuable judicial services; our sense of obligation to him, who at all times has been courteous, upright and impartial judge; our great respect for his genial character and bearing and for his ability, industry and integrity as a man and a judge during the fifteen years he had performed the arduous and responsible duties of his position as judge in admiralty.

Resolved, That it is with regret that we part with Judge Welker in his official capacity, and that he take with him in his well earned retirement the genuine respect, and good wishes of every member of the bar.

WILLIAM DENT, son of Robert and Mary Dent, was born in Stockton-upon-Tees, County of Durham, England, in 1850. His education was acquired in the penny schools of his native town and at night schools. In 1866 he entered the employ of the Stockton (Northeast) Railroad Company's shops as apprentice to learn the machinist's trade, serving four years, after which he fired four months and ran a locomotive eighteen months in the same employ.

In the fall of 1872 Mr. Dent took passage for Brazil, South America, where he again railroaded until the spring of 1873,

when he came to the United States. Here he commenced his career on the Great Lakes, entering the employ of the Goodrich line, shipping as oiler on the steamer Muskegon for one season. This was followed by a season as second engineer on the same boat. In the spring of 1875 he shipped on the steamer Corona as second engineer, remaining two seasons; his next steamboat was the Cheboygan, of which he was second engineer three seasons, and in the spring of 1880 he took the Queen of the West as chief engineer, continuing on her nine seasons. In 1890 he shipped on the steamer Cheboygan as chief engineer, holding this berth three years, and in 1893 he again took charge of the machinery of the Queen of the West. In 1894 he took the W. H. Harrison, an excursion boat plying between Buffalo and Niagara Falls, and in the spring of 1895 he shipped as second engineer on the steamer Pearl, which carried excursion parties to Crystal Beach, and in 1896 was appointed chief engineer of the steamer H. C. Hall, which he laid up at the close of navigation in Chicago harbor. During the season of 1897 he accepted the position of chief engineer on the steamer Corona, an excursion boat running from Buffalo to Woodland beach, and in the spring of 1898 he again entered the employ of the Goodrich Transportation Company as chief engineer of the passenger steamer Chicago. He has had twenty-three issues of license. The family residence is located at No. 324 Elk street, Buffalo, New York.

CAPTAIN S. C. ALLEN was born January 1, 1867, in Cleveland, Ohio, where he still makes his home, and in the public schools of that place received his education. At an early age he had a strong inclination for marine life, with which his father had always been identified. The latter was Thomas Allen, a native of Ireland, who during his youth came to America, and made his home in Cleveland for forty-eight years. Our subject has four brothers who are also in the marine service: William being captain of the tug Joe Harris; George, second engineer on the Masaba; Charles, watchman on the Germanie; and John,

who has served in minor positions on the lakes for several years.

As a boy Capt. S. C. Allen first went on the William McGregor, where he served for some time, and then shipped as second cook on the Oscar Townsend. The following season he served in the same capacity on the Vienna, and was then wheelsman on the tug Constitution one season, after which he was on the V. Swain for two seasons, and later on filled a like berth on the John M. Glidden, and the Samuel Mather, and the Republic, now called the Marquette, on which boat he was promoted to second mate. Subsequently he was mate on the Secular, City of Glasgow, the John F. Eddy, the Gladstone and the Alva, of the Bradley line. In 1896 he was given command of the E. B. Hale, and this was followed by a season on the George H. Corliss, one of the large Bessemer barges; then came his promotion to another of their steamers, the Henry Cort, and he is still in their employ. He has never been shipwrecked, nor connected with a boat when it met with a serious accident, so that in many ways he has obtained the confidence of his employers.

The Captain is married, and resides at No. 127 Twenty-third avenue, Cleveland; socially, he is a member of the A. A. M. P., No. 42, of that place, also of the Shipmasters Association, No. 4.

CAPTAIN GEORGE A. SYMES is the youngest son of James B. and Margaret (Campbell) Symes, of Sarnia, situated at the head of the St. Clair river, the former of whom is known as a pioneer captain of Georgian Bay. There were four children in the family, those besides the subject being: (1) John C., who was master of the steamer Cadillac, owned by the Cleveland Cliffs Mining Company, was born October 13, 1862, and moved to Sarnia with his parents in 1872. He commenced his career in marine life in the spring of 1878, as lookout on the steamer Manitoba, and from that time on advanced until he held the position of first officer on the best passenger and freight steamers of the United States, plying between Buffalo, Chicago and Duluth.

In the spring of 1888 he was appointed master of the steamer Nelson Mills, of Marysville, which steamer he commanded with the utmost satisfaction to her owner for three years, and then became master and part owner of the steamer H. D. Coffinberry, of Cleveland. After one season of successful service he was next found on the bridge of the steel steamer Cadillac, which he successfully commanded for the seasons of 1893-94-95-96. On January 18, 1893, at Sarnia, Captain Symes was married to Miss Teney McMasters, and made his home at Port Huron, Mich., where he was respected by all who knew him. He died at his father's home in Sarnia, December 12, 1896. (2) Duncan J., a telegraph operator, and (3) Margaret J., unmarried, and living with her parents.

Capt. George A. Symes, the subject of this sketch, was born May 21, 1868, in Bruce, Ontario, and attended school in Collingwood. His first occupation in life was as clerk in a dry-goods store, where he remained for a couple of years. In 1885 he went before the mast on the schooner Sweepstakes, out of Courtright, Ontario, and remained on her that season. In 1886 he was porter and watchman on the propeller Arctic, out of Detroit. Until September 1, during the season of 1887, he was lookout on the propeller Portage, after which he was wheelsman on the Northern, of the Ward's line, until she ran on Kelley's Island reef, where she became a total loss from fire. During the season of 1888 Captain Symes acted as wheelsman on the Osceola, of Ward's line, and served in a like position on the Nyack, of the Union line. The next season he joined the propeller Avon as wheelsman, remaining on her until the middle of the season, when he became wheelsman of the Gogebic for the remainder of the season. She was brought out new at the time from the Bay City dry dock. In 1890 he was given second mate's berth on the propeller Edward Smith, owned by Grattvick, Smith & Fryan, of Buffalo; this office he held for three months, and closed the season as mate of the steam-barge Lothair, owned by the Perry Sound Lumber Company.

In 1891 he was mate of the steambarge Mills, on which he remained until the fall of 1892, which season he filled out as mate of the H. D. Coffinberry. Captain Symes' first master's berth was in 1893 and on the steambarge Canada, owned by John Nesbit, of Sarnia. On October 18 of that year this boat was burned at the dock at Port Huron; and afterward made into a tow barge. During the season of 1894 he was not only master, but manager of the steamer City of Windsor, owned by S. T. Reeves, of Windsor, Canada, and for the seasons of 1895-96 he was master of the steambarge St. Louis, owned by the Niagara Falls Paper Company. During the season of 1897 Captain Symes was appointed master of the steel barge Cadillac, to succeed his brother John C., and in 1898 was serving in the same capacity on the same boat.

On January 11, 1893, Captain Symes was married to Miss Isabella Ross, of Brantford, Ontario.

CAPTAIN JAMES MOWATT, a prominent citizen of Chicago, who has been identified with the marine and other interests of the city for some thirty-five years, is endowed with many of the sturdy traits of his Scotch ancestors. He has succeeded in acquiring a fair competence by good business methods and close attention to the detail duties of his office as owner and manager of dry docks.

A native of Scotland, Captain Mowatt was born, September 26, 1840, in Duncansbay, John O'Groats, in the northeast corner of Caithness-shire, on the shores of the Pentland Firth. At the age of sixteen he removed to Wick, in the same county, and there entered into a four-years' apprenticeship to the trade of boat-builder, during which time in the herring-fishing season, he, as was customary in those days with apprentices at the boat-building trade, went out to sea with the herring boats from six to eight weeks in each year, those weeks being the "own time" of the apprentices. At the age of eighteen he was given charge, as captain, of one of the boats belonging to his employer, which arrangement continued for two years, or fishing seasons, at the end of which time he commenced building fish-

ing boats in a yard of his own at Wick. About the year 1860 he left that village for Montrose, in Forfarshire, and was there employed about one year in a shipyard, thence removing to Aberdeen, where for some twelve months he found employment at his trade in one of the largest shipyards, during those two years returning to Wick for the herring fishery.

In 1863 Captain Mowatt came to the United States, proceeding at once to Chicago, where he has ever since made his home. His first employment in that city was with Doolittle & Alcott, as ship-carpenter, and while with them he assisted in the construction of the steamer G. J. Truesdell. With that firm he remained about a year, after which he passed some twelve months with W. W. Bates, at the Mechanics dry dock, in general repair work. It was in 1865 that he established himself in business at the Randolph street bridge, afterward removing his plant to the South Halsted street bridge, where business was carried on under the firm name of Mowatt & Rice for eleven years. In 1868, however, when work was slack in the yard, he sailed as carpenter, wheelsman and mate on the steamer Boscobel, Captain Finefield, plying between Chicago and Buffalo. In 1877, for business reasons the firm of Mowatt & Rice removed their shipyard to Lighthouse slip, where they continued to carry on business in the same line for three years. In 1880 the Chicago Dry Dock Co., of which Captain Mowatt became a stockholder, bought their yard, and rebuilt the dry dock on the east side of the river, between Polk and Harrison streets (which dock had been destroyed in the great fire), and purchased the one on the west side, which lay between Harrison and Van Buren streets, our subject being given the position of manager. When the Wisconsin Central Railroad Company's depot was built, that company bought the Chicago Dry Dock Company's lease of land belonging to the school board, on the east side of the river, but the latter company continued operations on the west side until 1892, when the site was sold to the Edison Electric Light Company, who erected their exten-

sive plant thereon. After the sale of the dry docks, of which he had been manager some twelve years, Captain Mowatt spent a year settling up the affairs of the company. In 1884, Wolf & Davidson, shipbuilders of Milwaukee, Wis., and large stockholders in the Chicago Dry Dock Company, built a fine schooner, which out of compliment to Captain Mowatt, and in recognition of his able and faithful management of the concern, they named the *James Mowatt*. Although our subject did not own any of the new vessel at the time, he purchased an interest later on.

In 1893 the Captain associated himself with the Chicago Ship Building Company, of South Chicago, and assisted in the construction of the large dry dock for that company, in which he is a stockholder. Upon the completion of the work he became superintendent of repairs and dry dock agent, his duties consisting in negotiating work and looking after the interests of the wood department of the business. He is often in demand to serve on surveys, his extensive knowledge of the cost of repair work being well known to the maritime public. In addition to his other stock, he is managing owner of the steamers *W. H. Wolf* and *Fred Pabst*, and owns interests in other vessels.

Captain Mowatt is a Master Mason, and a life member of Cleveland Lodge No. 211, F. and A. M.; of Washington Chapter No. 43, R. A. M.; and of Chicago Commandery No. 19, K. T.; and he is a Noble of the Mystic Shrine—all of Chicago. The family residence is at No. 4812 Vincennes avenue, Chicago.

CAPTAIN JAMES B. SYMES. One of the most popular and best known mariners on the Great Lakes is Capt. James B. Symes, who, after a period of two-score years or more of active life, through calm and storm, is still seeing service on the lakes as the efficient commander of the *Seguin*.

He was born, in 1837, in Leith, Scotland, a son of John Symes, who was engineer on the first Cunard steamer to cross the Atlantic in 1840. In 1856 our subject began his life as a sailor, making his first trip

in the humble capacity of deck-sweep on the passenger steamer *Western World*, running between Detroit and Buffalo. He steadily worked himself upward, until 1860, when he went as mate on the Canadian steamer *Kaloolah*, which was lost near Southampton, Ont., in the summer of 1862. In 1863 he was mate of the propeller *Niagara*, running between Goderich and Chicago, and two years later he became master of the *Naubune*, running between Collingwood, Perry Sound and Sault Ste. Marie, and on this steamer he took S. J. Dawson and party to what is now called Port Arthur, to build the famous Dawson road through to Fort Garry. In 1866 Captain Symes was granted the first master's certificate issued by the Association of the Canadian Underwriters, a document the Captain highly prizes and always has with him. In 1868 he took charge of the side-wheel passenger steamer *Algoma*, between Collingwood and Fort Williams, and during the summer sailed her up the Nepigon river to the Hudson Bay post, a route never before taken by a steamer, and the Indians held a great powwow in his honor. In 1869 he opened the famous Symes channel through thousands of islands in the north channel of Georgian Bay, and in 1870 took the first load of government supplies to Fort William for the Red river expedition. He also moved many of the troops, for which he received a very kind letter from the Commandant, Colonel (now General) Wolseley, for his kindness. That same fall he moved seventy ladies and children, together with a lot of machinery, from Houghton, Portage lake, to Silver islet. The residents were so pleased with the Captain's uniform kindness and courtesy that they presented him with a handsome gold watch, chain and charm. He had the honor of carrying the first and last barrel of silver ore ever taken out of Silver islet. In 1871 he took charge of the side-wheel passenger steamer *Manitoba*, and made five trips between Collingwood and Fort William and Port Arthur that fall, and on the opening up of navigation in the spring of 1872 he took her to Sarnia to form the Beatty line between Sarnia and Port Arthur and Duluth. In 1873 he sailed

up the Kaministiquia river, and was rewarded with two town lots for sailing the first steamer on that river; and in 1875 he towed the dredge from Sarnia to Fort Williams to open up a channel through the bar at the entrance of the Kaministiquia river, and in 1876 towed a barge that carried the first two locomotives used by the Canadian Pacific railway between Sarnia and Fort Williams. He continued on the Manitoba until 1879, during which time he was the recipient of many presents from those who traveled with him. On September 3, 1879, occurred a terrific gale. Captain Symes was lying at breakwater at Chantry island, near Southampton, and saw the schooner Mary and Lucy going ashore. He at once called for volunteers to man the lifeboat to go to the rescue of the crew; his mate, now Capt. John Byers, and the mate of the steamer Quebec, which was also lying at breakwater, and three others of the crew at once responded. The sea was so heavy that as soon as they were clear of the island the boat capsized, and two of the crew were drowned, the rest clinging to the boat for two hours and a half until they drifted ashore. For the bravery he displayed on this occasion the Canadian Government gave the Captain a gold watch, and to the mothers of the boys that were drowned and to the rest of the crew, silver watches. That season Captain Symes severed his connection with the Beatty Company, and in 1880 he sailed the propeller Northern Belle between Collingwood and Parry Sound, making daily trips: In 1881 he bought an interest in the company with the Parry Sound Lumber Company, in the steambarge Lothair and consort Corisand, and sailed her until the fall of 1883, when he sold out his interest, and in 1884 took charge of the passenger steamer Quebec for the Beatty line. This vessel was sunk in 1885 in the Sault river and abandoned to the underwriters.

In 1886 he sailed the Roanoke, between Fort Gratiot and Duluth, and in 1888 and 1889 the barge Lothair; in 1890 he superintended the building of the barge Seguin, in which he has a large interest.

On January 1, 1861, Capt. James B. Symes was married to Miss Margaret Campbell, of Bruce county, Ontario, and four children have blessed this union: John C., a successful steamship master, who died December 12, 1896, at the age of thirty-four years; Duncan J., a telegraph operator; George A., master mariner, a sketch of whom is found elsewhere in this volume; and Margaret J., at home.

Captain Symes has been closely connected with the rapid progress made in navigation on the Great Lakes, and has seen the little sailing vessels give way, first to the side-wheel steamers, and then to the speedy propellers; the little package freight boats to the mighty ships that carry thousands of tons. Many interesting tales of the early days he can tell, and of which he can truthfully say, "a great part of which I was." Though his years number three score and more, he is still as active as many a man much younger. In his political faith he is a stanch Liberalist, and did great service for Alexander McKenzie, and although his intense political partisanship has often placed him in peril of losing his positions, he nevertheless was always ready, and is yet, to enter the fray and enjoy a hot political contest. No one among the lake captains was ever more popular, more highly respected than this well-known master of the Seguin.

ROBERT CHESTNUT, JR., son of Robert and Elizabeth (Carr) Chestnut, was born at New York City, October 3, 1861, and when a year old his parents moved to Oswego, N. Y., where he attended school until he was twelve years of age, when he went to California with his father, where they remained two years, after which they returned to Oswego, where the subject of our sketch remained until 1877, when he went to Chester, Penn., and served a four years' apprenticeship in the shop of John Roath, machinist. He subsequently went to Fulton, N. Y., and spent a year in a machine shop there, then back again to Oswego, where he was employed in the Kingford Iron Manufacturers' shops until the spring of 1884, at which time he began steamboating,

as assistant, part, and chief engineer for the remainder of that season on the steamer Ontario. In 1885 he served as second engineer on the St. Lawrence, plying on the St. Lawrence river, and the following season in a like capacity on the Wocoken (which steamer was lost on Lake Erie in 1893), leaving her, before the close of the season, to enter a machine shop at Syracuse, N. Y., where he remained until the season of 1889, when he again commenced steamboating as second engineer to Dan Doyle, on the Hecla, remaining on her for that and part of the season of 1890, when he was appointed chief engineer of the W. L. Frost, of the Ogdensburg Transportation Company, and after two seasons on her was assigned to the H. R. James, spending three seasons on her as chief, and then transferred to the F. H. Prince, of which he has been chief ever since, including the season of 1897, making seven consecutive seasons in the employ of the Ogdensburg Transportation Company, during which time, or previous thereto, he has never been in a collision or wreck.

Mr. Chestnut's father was for many years an engineer of salt-water steamers, and during the war was engineer of the Sachem (which was chartered by the government for service during the conflict), and is now local boiler inspector of steamboats at Oswego, New York.

In July, 1882, Mr. Chestnut wedded Miss Bertha M. Pratt, a daughter of George Pratt, a merchant of Pulaski, N. Y. They have two children, Maude and Henry, aged fourteen and ten years, respectively. He is a member of the Syracuse Lodge No. 109, Cynosure Encampment No. 14, and Canton No. 6, Syracuse I. O. F., also Aca-cian Lodge No. 705, Ogdensburg, F. & A. M. The family residence of Mr. Chestnut is at No. 89 Knox street, Ogdensburg, New York.

RICHARD LANO NEWMAN, son of R. L. and Anna J. (Penny) Newman, was born in 1864 at Weymouth, Dorsetshire, England. He was educated at Kimberly Grammar School, Falmouth, and at Berkbeck Institute, London. In 1881 he entered the of-

fice of John Penn & Son, marine engineers of London, as a pupil.

Here he remained seven years, during the last two of which he was in the drawing office of the firm. At the end of this term he entered the employ of the Earle Ship Building Company, Hull, England, where he remained four years, for three and one-half of which he was chief draughtsman, under the direction of A. E. Seaton. This engagement was followed by one of like duration with Maudsley, Son & Field, of Lambeth, London, England. During the time he was thus employed he was engaged on the designs for machinery for the Italian, Spanish, Brazilian, Chilian and British men-of-war; in fact, at this time, this company had under construction over 200,000 horse-power of machinery. He then resigned this position to take up that of the managership of the British Yaryan Company, which he resigned in 1890, and came to the United States.

On the recommendation of Chief Engineer Ayers, who was then chief of the Brooklyn navy yard, and who had made the acquaintance of Edward Newman while on the China station (and who, for a number of years, was engineer-in-chief of the Portsmouth dock yard, England), he secured a position in the office of William Cramp & Sons, and in about six months was established as one of their leading draughtsmen, and had charge of quite a lot of machinery turned out by this celebrated firm. He was engaged more or less in the construction of the New York, Columbia, Minneapolis, St. Paul, St. Louis, Brooklyn and Iowa. In a correspondence which passed between him and Mr. Pankhurst, manager of the Globe Iron Works Company, of Cleveland, Ohio, he was tendered, and accepted, the position of chief engineer in the yards of this shipbuilding company. About six months after he was offered the position of chief engineer and naval architect, which he accepted; and on the final illness of Mr. Pankhurst, which necessitated travel and rest, Mr. Newman was then appointed assistant general manager, and, on the death of Mr. Pankhurst, he succeeded him as general manager.

Mr. Newman is a member of the Society of Naval Engineers, Washington, D. C.; of the Institute of Naval Architects, and of the Civil Engineers Club, of Cleveland. He was first president of the engineers section of Franklin Institute, Philadelphia, and on the organization of Beacon College, Philadelphia, he was appointed professor of mechanical engineering, theoretical and applied mechanics, etc.

Mr. Newman was united in marriage with Miss Anna Charlotte Huntley Mitchell, of London, England, an adopted daughter of Mr. Annetts, of Wiltshire, England, the ceremony being performed in St. Mary's Church, New York City.

ROBERT LEARMONTH, for many years well and widely known in connection with the handling of machinery on the Great Lakes, and at present chief engineer of the Anchor line, is a Scotchman by birth. He was born at Kingston, East Lothian, Scotland, January 30, 1831, a son of Robert and Christian (Fair) Learmonth. The father, a farmer by occupation, lived at Quebec, Canada, whither he had come in 1842, and where he died in the year 1886, at the age of eighty-six years, having been born in 1800. His children were Alexander (deceased), Gavin, Janet and Robert.

Robert Learmonth came to Quebec with his father in 1842, and remained on the latter's farm in that vicinity for about five years. Subsequently he removed to Quebec and worked five years in Bissets Foundry, learning his trade of machinist and engineer. He removed to Buffalo in 1852, where he worked about a year in Sheppard's Iron Works, now known as the King Iron Works. His first employment on the lakes was in 1853, when he put an engine in the steamer Iowa, of the Evans (now the Anchor) line, for the Buffalo Steam Engine Works. This steamer was changed from a side-wheeler to a propeller, and was commanded by Captain Pratt, with Almer Johnson as her chief engineer. Mr. Learmonth ran her only one trip. In 1854 he became second engineer of the steamer Toledo, then owned by Messrs. Lee & Able and Captain Montgomery, the last named being also

her master. He was on this steamer the full season, and the season following was employed by the Buffalo Steam Engine Works to go to Milwaukee to fit out the steamer Allegheny, built by James Jones, of that city. On this steamer he was chief engineer for two consecutive seasons.

The following three seasons Mr. Learmonth remained ashore, and during those years had charge of the machinery of Stewart & Shoemaker's distillery, located at Black Rock. The seasons of 1860-61-62 he was chief engineer of the steamer Queen of the Lakes, of the Evans line, and the two following seasons was chief engineer of the steamer Pacific, of the New York Central line, running between Buffalo and Cleveland. For the next fifteen years he was master mechanic for Pratt & Co.'s rolling mill and blast furnace. This company has been out of existence since 1880, and was succeeded by The Griffin Car Wheel Company. Beginning with the year 1880 Mr. Learmonth was for three years U. S. local inspector of boilers for the Ninth district, under the administration of President Hayes, and located at Buffalo, N. Y. On July 1, 1884, he resigned that office to become chief engineer of the Anchor line, which position he now holds.

During Mr. Learmonth's time as chief engineer three steamers belonging to the Anchor line have been lost. The Philadelphia came in collision with the Albany off Point aux Barques in a heavy fog in November, 1893, and was a total loss. The crews of both steamers attempted to get ashore in the two small boats of the Philadelphia, one of which being overloaded was lost; the other, containing twenty-two men, reached the shore in safety. The Winslow was burned at the dock at Duluth in 1891, and was a total loss also; she was being unloaded at the time and had very little cargo aboard. The steamer Annie Young was burned on Lake Huron, about ten miles from Port Huron, in 1890, and was a total loss. There have been added to the fleet during this time four new steamers, Susquehanna, in 1886, Codorus, Schuylkill and Mahoning, in 1892. Mr. Learmonth is also the patentee of the Buffalo Feed Water



Robert Larmouth

Heater and Purifier, an apparatus which has added greatly to the efficiency of the marine boiler, and is now being extensively used, with good success, on many of the largest lake steamers.

Mr. Learmonth was wedded to Miss Anna Frame, a native of Leith, Scotland, who died in 1892. Four children were born to this union, three of whom are now deceased; the other, now Mrs. John Ferguson, resides at No. 200 La Fayette avenue, Buffalo, N. Y., and with her our subject makes his home.

JOHN H. NORTON, who is a son of William and Triphena Norton, was born in Milton Falls, Vt., May 20, 1861, obtaining a liberal education in the public schools of his native town, working on the farm in the meantime.

After he had passed the age of fourteen he left the farm and entered the employ of Messrs. Hannah, Lay & Co. He first became connected as a mariner on the lakes on the steamer City of Grand Rapids in 1879. He then shipped on the bark S. B. Pomeroy, and schooners Lucerne and Corsican, afterward becoming wheelsman on the steamer Don M. Dickinson, of which Captain Rose was in command. This was followed by a season on the steamer Caldwell. He then entered the employ of Capt. B. Boutell on the tug Annie Moiles, after which he went west and railroaded until 1884, when he shipped on the propeller Menominee until September, when he returned home. That fall he leased a threshing machine, which he ran until the harvests of the farmers were reduced to grain. There being a vacancy at that time in the district school Mr. Norton was chosen by the directors as teacher, a position which he filled to their satisfaction.

It was during the months passed in this literary occupation that prompted Mr. Norton to become a law student, and he commenced to study and read law at Alma, Michigan. After the usual course of study he was admitted to the Bar by Judge Henry Hart, and soon afterward entered into partnership with James L. Clark, Esq., a combination which remained in force two years,

at the end of which period Mr. Norton bought out his associate's interest and conducted the business alone.

In the spring of 1891 he disposed of his law practice and went to Duluth, Minn. Arriving there, he conceived the idea of becoming a marine lawyer, and in order to more perfectly school himself in that branch of legal lore he decided to more perfectly learn the duties of mariner. He therefore entered the employ of Capt. B. B. Inman, and sailed some of his tugs. That winter he opened a law office, and devoted his time and talents to the study of marine law and admiralty practice, and during the last eight years has fortified himself in his business, and as a natural consequence has obtained a large share of the practice in and about Duluth, and is also a member of the different United States courts. He is the possessor of one of the finest law libraries in the state of Minnesota.

He is a senior member of the firm of J. H. Norton & Co., being associated in the vessel brokerage business with Capt. L. E. King. He owns a half interest in the tug Minnie Karl, belonging to the Stevens Towing Company. A thoroughly practical sailor, being a member of the American Association of Masters and Pilots of Steam Vessels, Harbor No. 44, of which he was the first treasurer and delegate to the national voyage to Washington in the winter of 1896-97. He holds first-class pilots papers for the entire chain of lakes, and is also a member of the Stationary Engineers Society.

On December 29, 1887, John H. Norton was united in wedlock to Miss Ida E. Kingdon. One daughter, Lilith Madge, has been born to this union.

C. L. BARRON, Detroit, Mich., chief engineer of the steamer City of Milwaukee, was born on the Michigan side of the St. Clair river. His parents, Benjamin and Catharine (Yax) Barron, were French Canadian, the former a native of Montreal, and the latter born on the St. Clair river. The father was a blacksmith by occupation, and carried on that business at Marine City, formerly Newport, Mich., where he settled and raised his family, and at which place

his death occurred in 1855. His wife died two years previous.

Our subject passed his boyhood at Newport, where he received training in the common schools, and there learned the trade of a blacksmith with his father. At the age of twenty years he entered the machine shop of E. B. Ward, in Newport, where he remained three years and completed his trade. At about this time, Mr. Ward built and ran the largest line of boats on the lakes, Newport being then headquarters for steamboats, and at this point he established large repairing and erecting shops. In 1855, on leaving these shops, young Barron sailed on the steamer Huron as second engineer, his first experience in steamboating. The Huron was the property of Mr. Ward, and ran between Detroit and Saginaw. The following season (1856) he took charge of the steamer Samuel Ward as chief engineer, and was with her two years, running the same route. The three seasons following he was on the steamer Ruby between Detroit and Lexington, and then for eight years he was with the steamer Susan Ward, owned by E. Ward & Strachan, of Detroit, which was in the trade between Detroit, Saginaw and Toledo. He was then on the propeller Annie L. Craig for four seasons, which ran between Buffalo and Chicago. From the Annie L. Craig he went to the steamer Dove, which ran between Detroit and Amherstburg, and remained on her three years. After this he took charge of Capt. Darius Cole's line of steamers—the Alpena and Green Bay City, plying between Bay City and Alpena. He remained with Captain Cole six years. For a period of ten years following he was in the employ of John P. Clark as chief engineer on the steamer Pearl, which plied between Put-in-Bay and Cleveland. From the Pearl he went into the service of the D. & M. R. R. line, taking charge of the City of Milwaukee, and has been with her for the past ten years, it being understood that when the boat was leased to the Graham & Morton Transportation Co., that the engineer and captain were to go with her.

In 1891 he moved from Detroit to Grand Haven, where he remained till 1896, when

he removed to Benton Harbor, still remaining in charge of the steamer City of Milwaukee, running between Benton Harbor and Chicago in the interests of the Graham & Morton line.

During the year of 1854 Mr. Barron was married to Miss Clarissa, daughter of William C. and Catherine (Droulard) Crampton, the former a native of Vermont and the latter of Canada, and to this marriage were born the following children: William, Charles, James, Kate, Carrie and Ella, all of whom are living. The mother of these children died September 2, 1893, and in September, 1895, he married his second wife, Mrs. Mary O'Dell, of Detroit, born in that city of Irish descent, and on December 9, 1897, a son named Robert was born to them.

Our subject is now in his forty-second year of service of sailing on the lakes, during which time he has encountered many storms, but met with no serious accidents. He also possesses forty issues of license as marine engineer, the last one being for five years. He is hale and hearty, and to all appearances is good for many years more of active life.

Socially, he is a member of Star Lodge No. 13, of Detroit, A. O. U. W.; of Crescent Lodge (sick benefit) of the same city; of the National Dotare of Grand Haven, and the M. E. B. A., No. 3, of Detroit. In politics he is a Republican. He resides at No. 122 Church street, Benton Harbor, Michigan.

CAPTAIN S. A. LYONS was born in the township of West Flamboro, County of Wentworth, Ontario, June 21, 1855, and removed to the United States with his parents when eleven years of age. The family settled in Clay township, St. Clair Co., Mich., where our subject completed his education, commenced in Ontario.

During his summer vacations Mr. Lyons followed the bent of his inclination, and at the age of thirteen commenced the life of a sailor, by shipping as wheelsman on the tug Ontario, a Philadelphia boat, on which he remained four years. He then shipped as wheelsman on the river tug Stranger, finish-

ing the season on the tug *Kate Moffat*, and the next season shipped in the same capacity on the tug *Gladiator*. His next berth was at the wheel on the passenger steamer *Winona*, plying between Cleveland, Mackinaw and Alpena, which position he held three years. During the latter part of 1876 and the season of 1877 he stopped ashore. In 1879 he shipped as wheelsman on the passenger steamer *Dove*, continuing thus until September, from which time to the end of the season he went in the Chicago and Buffalo trade. The following year he started as second mate on the barge *Northerner*, acting as such for one trip, and finishing the season as first mate, in which berth he was retained until 1882. He then shipped as mate of the barge *Nelson Bloom*, holding same over the following season.

In the winter of 1883 he took out his first papers as master, and in the spring of 1884 was appointed second mate of the steamer *James Davidson*, on which boat he remained one season, the following two seasons sailing the barge *Nelson Bloom* as master. He had the good fortune during this time to rescue the wife and child of the master of the schooner *Seaman*, who had been lost overboard off Grosse Point. Entering the employ of Messrs. Hawgood & Avery, in 1887, he sailed the *Frank D. Ewing* two years, and was then transferred to the *Hawgood*, which he sailed until September, 1891, closing the season in the *John J. Barlum*, in which he had purchased an interest. In the winter of that year he purchased an interest in the steamer *Mark Hopkins*, which he sailed four years. During the season of 1896 he was appointed master of the steamer *Pioneer*, laying her up at the close of navigation.

In January, 1886, Captian Lyons wedded Miss Georgie G. Stewart, of Algonac, Mich., and one daughter has been born to them, Florence S.

DAVID PHILLIPE NICKERSON (deceased) for many years sailed the high seas and the Great Lakes, and his experiences equalled in exciting adventure that of some of the most thrilling works of fiction. He was born at Barnstable, Cape Cod, in the year

1808, and was a near relative of King Louis Philippe of France. He went to sea when only nine years of age, filling the various positions for which his experience and ability fitted him, and continually winning advancement until at the age of eighteen years he was placed in command of a vessel, armed, equipped, and placed in commission for the express purpose of driving the ocean pirates away from the Spanish main. The ship which he commanded was the *Roarer*, owned by Commodore Vanderbilt, who sent the vessel out in order to insure the safety of his merchant vessels engaged in trade with Spain. Captain Nickerson spent three years in command of the *Roarer*, which with her four guns on each side and a "Long Tom" amidship, was a formidable war ship for those days. The Captain was a brave, fearless man, and well did he need to be, for he was often not only obliged to meet the dangers of encounters with the pirates, but also to quell mutiny among his own crew. On one occasion, while sailing a merchant vessel, he narrowly escaped death in a hand-to-hand conflict with his own crew, and had them all thrown into prison at Vera Cruz, but after the vessel's cargo was loaded, he ordered the men to be liberated and placed on board, making the return trip to New York with them.

At length Captain Nickerson left the high seas and in 1832 came to the Great Lakes, sailing the first season as captain on the side-wheeler *Eclipse*. He later, at different times, had command of the side-wheel steamers *Bunker Hill*, *Ohio*, *Saratoga*, *Alabama* and *Cleveland*, the full-rigged ships *Superior* and *Anna Winslow* and the barks *American Union* and *Fleet Wings*. In later years he was extensively interested in the ownership of vessels, acquiring considerable wealth in this way, and having at one time as many as thirteen ships belonging to his fleet. When only twenty-one years of age he was entertained by the governor of the isle of San Domingo in his palace, as being the youngest captain ever sailing a vessel to that island.

Captain Nickerson was united in marriage to Miss Ellen White, the eldest daughter of Captain Andrew White, and to them

was born a family of six children, five of whom are living, namely: Andrew White; Vincent Douglass, an artist of Cleveland; Mary Mehitable, wife of H. R. Newcomb, a prominent banker of Cleveland; Lucy Fletcher, wife of Homer Nash, of Grand Rapids, Mich.; David Hibbert, who is living in Detroit, Mich.; and Eugene White, a resident of Cincinnati, Ohio. The father of this family died in 1892.

VINCENT D. NICKERSON, a well-known marine artist of Cleveland, and now connected with the Cleveland Ship Building Company, has been connected with marine interests throughout his entire life. He was born October 7, 1843, in Euclid, Ohio, and when only a few months old was taken by his mother on one of the steamers commanded by his father. During the voyage a collision occurred, the jib boom of the brig Commerce crushing through the sides of the steamer into the state room where he was lying on a pillow. Passing under the pillow it lifted him up, and as the vessels separated carried him out over the water through the side of his father's ship, from which dangerous position he was rescued by Capt. Joseph Dunn, then wheelsman.

When he was only nine years of age his active service as a sailor began. He was employed as cabin boy on the schooner Mary, of which his father was master that season, and on which his brother, Andrew, was making his first trip as cook. On this voyage the latter was knocked overboard by the main boom and drowned while opposite Detroit. Vincent D. Nickerson continued on the Lakes for some time, sailing on the schooner Ellen White, the E. M. Peck, W. B. Castle and the steamer Fountain City. He afterward went to sea on the William B. Castle and was on the Valeria when that vessel was wrecked off the coast of Brazil, but repairs were made and the return trip successfully accomplished. Later Mr. Nickerson was connected with the bark American Union, the schooner Medbury, the Consuelo, the H. R. Newcomb and other vessels. He was also at one time mate of the steamer Cora, said to be at that time the fastest steamer running out

of San Francisco, and for a time he was engaged in gold mining in Idaho. He also served in the United States Navy during the Rebellion. On leaving the lakes he turned his attention to artistic work, and engaged in making marine scenes for five years; and he then began constructing models and doing draughting.

On October 13, 1869, he was married to Mary Elizabeth La Frierier, and their son, Louis Raymond, is now associated in business with his father.

CAPTAIN A. F. PITMAN. A well-known writer has said that the "authentic picture of any human being's life and experience ought to possess an interest greatly beyond that of fiction, inasmuch as it has the charm of reality," and in the varied career of the subject of this sketch there is material for an interesting novel.

Captain Pitman is of English descent, and his ancestors settled at an early day in Nova Scotia. Capt. Richard K. Pitman, his father, was a lifelong resident of Yarmouth, Nova Scotia, and followed the sea until his death in 1872, being for many years on ocean vessels. Our subject was reared in Yarmouth, where he first saw the light August 25, 1849, and although his educational opportunities were limited to the local schools, he managed to acquire a wide range of information by his reading and observation in later years. When only twelve years old he began his career as a sailor on coasting vessels plying between Yarmouth, the head of the Bay of Fundy, and the town of Sidney, Cape Breton island, and at the age of fourteen he shipped from Yarmouth as an ordinary seaman on the bark Clara to Dublin, and from Dublin went to Ardrossan, Scotland, thence to Glasgow, where he was in the hospital for fourteen days, and then joined the Mary A. Troop, in which he visited the West Indies and points of Europe. On February 20, 1866, he left that ship at New York City and went to Buffalo, where he helped to fit out the bark The Red, White and Blue, in which he sailed at the opening of navigation as an able seaman. The crew was paid off on their arrival at Milwaukee, and he then spent

two months on a schooner in the lumber trade, running from Milwaukee to Oconto and Menominee. During the fall he was employed on several small boats engaged in the lumber trade and later on the steamer Ontonagon, under Captain McKay, running to all ports in Lake Superior, but after three trips was taken ill. In the following spring he took a position as wheelsman on the steamer Manistee on which he spent about eighteen months, and he then served one season as second mate on the steamer St. Joe. In the fall of the same year he shipped as second mate on the steamer Messenger, of the Ingleman line, running between Milwaukee, Manistee, and Grand Haven, and he remained on this boat three years, leaving it to take the post of second officer on the steamer Ironsides. On his second trip the ship, on February 15, 1871, went down five miles off Grand Haven, the captain, first engineer and eight passengers losing their lives. Our subject had a narrow escape from a like fate, being one of the four survivors of the wreck. He was cast off from the ship with one of the painters and after three hours and a half of battling with the fierce waves he managed to make his way to shore, his experience being made all the harder by the sight of the desperate yet futile struggles of others who were less fortunate than he. His next position was as first mate on the steamer Bertschy, and on several other boats of the same line, with which he remained until he took a situation in the Cudahy packing house in Chicago. In the spring of 1878 he shipped on the steamer De Pere, of the Goodrich Transportation line as first mate, and this position he held until he was appointed captain of the same vessel in the spring of 1880. For two years he had charge of this boat, running between Chicago, Green Bay and Milwaukee, and he then served as captain on various boats, spending one season on the steamer City of Green Bay; one on the steamer Minnie M.; two on the James H. Shrigley, and five on the steamer Roanoke, which he left in August, 1893. During a part of the season of 1894 he had charge of the steamer Maggie Duncan, but since that time he has been in the employ of the Hud-

son Transportation line, being now the captain of the F. & P. M., No. 1. He is a senior captain of the line, and is held in high esteem by the company for his ability and faithfulness in the discharge of his duties. In the course of his long service on various boats he has also gained the confidence of the traveling public, and among his cherished treasures is a testimonial from the passengers of the De Pere, which he was sailing during the stormy night that sent the Alpena to the bottom of the lake.

The Captain is popular socially, and is a member of the Ship Masters Association, being interested in all marine matters. In 1879, he was married to Miss Margaret Gibbons, of Milwaukee, and they have four children: Albert, Olivea, Margaret and Gerald.

CAPTAIN MOSES REDMOND has had a long marine experience, and is thoroughly acquainted with the work pertaining to that industry on the Great Lakes. His father, Capt. Nicholas Redmond, was a sailor and a ship builder, and under him the subject of this sketch obtained his father's knowledge of a sailor's life.

He was born August 9, 1856, at Detroit, where he has always lived. At the age of thirteen he shipped on the Eagle Wing as cook, and remained as such until June, 1869, when he returned home and went with his father on the yacht Fleet Wing, running to New Baltimore for cargoes of potatoes. During the next season he was on the same boat with his father, and in 1872 he shipped as cabin boy on the Sarah Van Epps, owned by Capt. S. B. Grummond, and which was in the employ of the government, surveying for the Sand Beach Harbor of Refuge. When this boat was laid up he went on the tug Resolute, then engaged in towing barges between Detroit and Dresden, and there kept ship during that winter. In 1873 he remained on the same boat until September, when he went on the tug Douglass, where he remained until July 4, 1874. As cook and sailor he spent the remaining part of the season on the racing yacht Cora, owned by Commodore K. C. Barker. In 1875 he acted as

mate on the scow *Mechanic*. Until the fall of 1876 he was mate on the *Morning Lark*, and then went on the scow *Harmon*, where he remained until she was frozen in in the Thames river. In 1877 he went to Chicago from Detroit, having shipped on the *Catamaran*, J. C. Buchtel, where he remained until September 1, then returned to Detroit to go on the *Maid of the Mist*. He left this boat in October, however, and finished the season on the *Maggie*. In 1878 the yacht *Cora* was sold to a Chicago firm, and he was given the position of cook and mate on her, which he held throughout the year. In 1879 he was in command of the yacht *Mamie*, remaining in charge of her until October 23, when he went as mate on the old steamyacht *Truant*, and from September 8, 1886, until September 1, 1892, he was in command of her. He then went to Bristol, R. I., and shipped on the new yacht *Truant*, which was brought to Port Colborne, Ont., and there turned over to him September 26, 1892, and ever since that time he has been in command of her.

On October 18, 1886, Captain Redmond was married to Miss Josephine Wilkins, of Detroit. They have had three children, Wilkins, who is in school at the present time; Moses, who was killed in June, 1895, and Frank, a younger child, who is still at home. The Captain has several times done good service in rescuing lives, and for an act of prompt action, done June 19, 1893, he received a gold medal. He is a member of the Knights of the Maccabees of Detroit.

CAPTAIN NICHOLAS REDMOND was born in Ireland, in 1811, and in that country spent his younger life. His first occupation was that of fisherman, in which business he was engaged for many years, also sailing out of Liverpool on different ships several times. He came to America in 1847, and settled first in St. Catharines, Ont., where he was engaged in hauling stone for the Kingston penitentiary. He then came to Detroit, moving himself and family on a scow. Here he found employment in the shipyards, where he worked for some time. When business in the yards was dull he worked at ship carpentry, and built several boats,

among which are the scow *May Breeze*, sold to Parsons Bros., of Cleveland, and the scows *Hero*, Joseph R. Bennett, Fleet Wing, N. Mercier and Maud Beniteau.

Captain Redmond was married to Miss Margaret Shields, and was the father of nine children, having had four by a previous marriage. One son, serving under General Burnside, was killed at Petersburg during the war of the Rebellion.

C. R. JONES, one of the most active and successful vessel men connected with the Great Lakes, was born August 12, 1867, at Detroit, Mich., and is a son of J. M. and Martha (Robinson) Jones. The father was married twice, Martha Robinson being his second wife, and by her he had five children, three of whom are still living.

As a boy C. R. Jones attended the public schools in Detroit, and also private schools and a business college in that city. At the age of fifteen he entered his father's office in Detroit, the latter being engaged in the vessel agency business. A year and a half later he enlisted in the United States navy as an apprentice, with the view of obtaining practical experience in seamanship. He remained in the navy four and a half years, making a complete circuit of the globe in the United States steamer *Juniata*. His experience in the navy has since been of great benefit to him in many ways, he coming in contact with all classes of ships in all countries, and in many ocean ports. In 1889 he was honorably discharged and returned to Detroit, and there became a member of the firm of J. M. Jones & Co., with which he was connected until the spring of 1891, when he removed to Cleveland, Ohio, and established the business of C. R. Jones & Co., a brief sketch of which is elsewhere published in this history. He is also a member of the firm of Parks & Jones, which carries on a large local fire insurance business, and which makes a specialty of insuring vessels and marine property, inside and outside of Cleveland.

Mr. Jones was married April 27, 1891, to Miss Jessie Truscott, who died quite suddenly after a short illness, in March, 1898. She was the daughter of W. H. Truscott,

one of the pioneer settlers and prominent members and business men of the West side of Cleveland. It was Mr. Truscott who started the first street railroad on that side of the river. To Mr. and Mrs. Jones were born three children: Charles Truscott, who was born in 1892; James Robinson, born in 1895; and Erwin Conger, born in 1897. The family live at No. 972 E. Madison avenue, Cleveland, Ohio. Mr. Jones is a member of the Reformed Protestant Episcopal Church, as was also his wife.

C. R. JONES & Co., of which firm C. R. Jones is a member, commenced business in Cleveland, in 1891, he having for four years previously been connected with J. M. Jones & Co., large vessel owners of Detroit, Mich. In Cleveland this firm began by conducting a vessel agency and insurance business, and since then have owned an interest in and been managers of a large number of vessels of different kinds. They have catered almost exclusively to the lumber, coal and ore shipping trade, and have carried on general insurance and vessel business.

During 1898 C. R. Jones & Co. were interested in the following steamers: Argo, Aragon, W. L. Wetmore, A. G. Lindsay, Argonaut, Preston, Rhoda, Emily, Desmond and M. C. Neff. They were also interested in the following barges and schooners: Charles Wall, John O'Neil, Brunette, Hattie, Delos De Wolf, Canton, J. T. Mott and John Magee. It is proper to note that at the present writing (1898) Mr. Jones is the youngest man in the vessel property in Cleveland, as well as being very largely interested in vessel property elsewhere. The Argo and Aragon were built by the Argo Steamship Company, of which Mr. Jones is the secretary and manager. Both boats are new, having been built in 1895. The Argo cost \$65,000, and the Aragon, which has a tonnage of 1,072, and which cost \$125,000, carries the largest load through the Welland canal of any vessel afloat, having been built especially for that trade. Her load through this canal is 80,000 bushels of corn, or its equivalent.

CAPTAIN ANGUS G. MORRISON, of the life-saving station at South Chicago, is a typical lake man, and by the application and experiences of the best part of his life devoted to lake interests, and especially to the important department of life saving, he has justly won the recognition which he now holds as captain of the station at a post so prominent as that of South Chicago. For sixteen years Captain Morrison has been engaged in the life-saving work. He began as a surfman and has climbed steadily upward.

Captain Morrison was born on the Isle of Lewis, in Scotland, in 1856, the son of Malcolm and Christina (Graham) Morrison. In the old country Malcolm Morrison was a fisherman. He emigrated to Canada with his family in 1863, when Angus was a boy of seven years, and settled near the town of Goderich, on Lake Huron, there residing until his death. His widow, the mother of our subject, still resides at Goderich, Ontario.

Young Angus probably inherited the sea-going instincts of his father, for instead of farming he turned his attention, when but a boy, to the lakes. He engaged in fishing, and for a time was located at Marquette, Mich., where he still followed the business of fishing; his experiences in that work also extended to Lakes Huron and Michigan.

In 1882 he entered the life-saving service as a surfman at the St. Joseph, Mich., station, and has been a member of the department continuously since. After three years at St. Joseph he was transferred to the station at Holland, Mich. While serving there he was appointed captain of the station at Big Pine Sauble, Mich., and from that station he was transferred to South Chicago in 1896, this station being established in 1890. Its first captain was Edward Dionne, who remained in charge until succeeded by our subject in March, 1896. The crew consists of eight men, and the station, like the harbor, is one of the most important on the chain of lakes.

Captain Morrison was married in Canada, in 1896, to Miss Sarah Bell, a native of Scotland, who came to Canada when a child. To this union have been born two children: Jessie C. and Ruth A. Captain

Morrison is well-known to vesselmen, and by his courtesy and strict attention to duty he has won the admiration and esteem of all who know him. During his career in the service he has assisted in saving many lives. In religious faith the family are Presbyterians.

CAPTAIN FREDERICK C. STARKE. In the complicated activities of modern commercial and industrial life there is need for the employment of widely diversified talents, and any enterprise of magnitude calls to its service the practical business man, skilled in affairs as well as the man who works with his hands. The subject of this sketch, one of the substantial business men of Milwaukee, has shown marked ability in the management of large interests, and at present holds the office of vice-president in the Sheriff Manufacturing Company and the Milwaukee Dry Dock Company, while he is also a leading member of the Ship Masters Association.

Like many of our successful men, the Captain is of German blood, the home of his ancestors having been in the Kingdom of Hanover. Frederick Starke, the father of our subject, was born in Hanover and came to America in 1847, locating in Milwaukee, where he became prominently identified with marine interests. He was the founder of the Starke Dredge & Dock Co., of that city, and was the sole owner of its plant until his death in 1858, when his brothers succeeded him. The first dock built in the city was constructed by him, as were all the piers built along the beach from 1850 until 1858. A number of bridges were erected under his direction, and in 1858 he built the first tug constructed in Milwaukee, the vessel being also owned by him. His energy and executive ability seemed equal to any undertaking, and his name will always be associated with the development of the city in which he made his home.

Captain Starke was born in 1855, in Milwaukee, Wis., and was educated in that city, attending first the elementary schools, afterward spending three years in the German High School, and three years in what is now known as Concordia College, then

an academic institution. On leaving school, at the age of eighteen, he began to gain a practical knowledge of shipping by working upon the tugs in which his family had an interest, and on attaining his majority he was made captain of a tug, a position which he held for four years. In 1880 he was appointed manager of the Milwaukee tugboat line, and after continuing in this responsible post until 1891 he sold out all his shipping property and interests, and purchased stock in the Sheriff Manufacturing Company, of which he is now a vice-president, as above stated. In the same year he bought the plant of the Wolf & Davidson Dry Dock Company, and arranged for a consolidation with the Milwaukee Shipyard Company, and formed the Milwaukee Dry Dock Company, of which he has since been vice-president and general manager. This company owns the entire dry-dock system of Milwaukee, and is one of the leading corporations of the city. Captain Starke has always shown great interest in marine matters, and since the organization of the Ship Masters Association, in 1890, he has served as its treasurer. While he has apparently an inexhaustible fund of energy for his business enterprises, he has never diverted it to political activities, and notwithstanding the fact that he is a staunch Republican he does not seek official honors of any sort.

CAPTAIN T. G. BALDWIN, the subject of this sketch, is one of the younger shipmasters of the Great Lakes, one who has already evinced a fitness and adaptability for the responsible work, a fact due to his tastes for the life, and to the study necessary to the thorough mastery of the duties connected with navigation. His father was one of the most successful and best known captains of the lakes, and emulation may have been an incentive in the rise of the young captain. During the past season he has been master of the J. C. Ford, of the Vandalia line, under charter of the Graham & Morton line.

The grandfather of Captain Baldwin was Thomas Baldwin, a Yorkshire Englishman, who, early in the present century, migrated to America and settled on the west



Fred. H. Starke

banks of Lake Chautauqua, Chautauqua Co., N. Y., and who later in life removed to Michigan, locating near Birmingham, where he engaged in farming (his life pursuit), and where he remained through life. He was a sturdy character, of firm principles and sterling traits. He reared the following family of children: Stephen, now a millionaire of Detroit, Mich.; James, a farmer; George, father of our subject; Cooper, a Michigan farmer; William, also a farmer of Michigan; Charles, a traveling man; Anna, Mary and Sarah.

Capt. George Baldwin, the father of our subject, was born in Chautauqua county, N. Y., June 6, 1820, and when a boy moved with his parents to Michigan. He did not take kindly to the routine of agricultural life, and at the age of twelve or thirteen years he went to New York and shipped for a short time on a sailing vessel. He then entered the United States navy and shipped for a three-years' cruise around the world. His connection with the Great Lakes began about 1837, when he shipped around the lakes to Chicago and began sailing on schooners, passing the winters as pilot on the Mississippi river. During the year 1847 he was engaged in the government survey of the Great Lakes, and it was about 1860 that Capt. George Baldwin began sailing steamers. He first became mate of the *Ottawa*, then went in like capacity onto the *Allegheny*, serving for four years, when he acted as her master for three years. In the year 1871 he brought out the *City of Traverse*, at that time the finest passenger steamer on the lakes and owned by the Hanna Lay Lumber Company, of Traverse City. Captain Baldwin remained in command of the *City of Traverse* until 1885, when he retired from the lakes. It was during November of that year that his wife and life companion passed away. She was, at the time of their marriage, a Miss Margaret Corbett, of Manitowoc county, and the children born to this union were Capt. T. G.; Omar, deceased; Charles and Lillie. Capt. George Baldwin died February 7, 1891, and with his departure from life there passed away one of the most efficient and best known lake shipmasters of his day. For

about a half century he had sailed the lakes, and the conditions of his life had developed in him a strong and interesting character. He lived in Chicago until 1881, when he bought a fruit farm near Traverse City, and there in comfort and comparative retirement he passed the remainder of his life.

Capt. T. G. Baldwin, son of the preceding, was born in Chicago, August 2, 1856. He was educated in the public schools of the city, graduating from the Foster school in 1870. His education was supplemented by a commercial course in St. Ignatius College. Since his boyhood days Captain Baldwin has been a close and discriminating reader of current literature and news, and is known as a well-informed man. His career on the lakes dates from 1870, when, as a lad of fourteen, he shipped on the *G. J. Truesdell* as porter. The next season he went with his father on the *City of Traverse*, and remained on that vessel for many years in various positions, from watchman to mate, and it was while acting as second mate of this boat that he passed his examination and was made first mate; and the following season was granted a master's certificate. In 1885 he succeeded his father as master of the *City of Traverse*, continuing in command until the vessel was sold, June 19, 1887. The balance of the season he was mate of the *Gill*.

In 1888 he brought out the *Petoskey*, of the Seymour Transportation Company, and ran her for one season. The season of 1889 he began as wheelsman on the *Jay Gould*, on Lake Superior. After three trips he was appointed second mate of the *City of Duluth*, and after one trip was made mate, serving the balance of the season. The following two years Captain Baldwin conducted a meat market business at Traverse City, but in 1892 he returned to the lakes as mate of the *Lawrence*. In July of that year he went onto the *City of Charlevoix* as mate for the balance of the season, and in 1893 went as mate of the *City of Traverse*, the boat on which he spent about twenty-two years, and ran as such for five years. In the spring of 1898 Captain Baldwin was appointed master of the *J. C. Ford*, of the *Vandalia* line, under charter by

Graham & Morton, which vessel he commanded through the past season.

Captain Baldwin was married to Miss Ella Meaney, of Chicago, and has one daughter, Lillian G. He is a charter member of the F. & A. M., of Traverse City. In his work on the lakes he has been quite successful. Though comparatively young in years he is possessed of the same admirable and sturdy qualities which gave to his father such marked eminence among lake mariners of a generation ago.

CAPTAIN WILLIAM ELLSWORTH FRANKLIN, named after Capt. William Ellsworth, of the "Ellsworth Zouaves," who was prominent in the Civil war, was born January 11, 1865, at Elk Rapids, Michigan.

William H. Franklin, father of our subject, was born in Rochester, N. Y., a son of Elisha Franklin, who was a grandson of Col. John Franklin, of Wyoming massacre fame. He moved from Rochester, N. Y., to Hillsdale county, Mich., when he was yet young, later making his home on Mackinaw Island. In his earlier years he was a fisherman, and afterward officiated, for several years, as master of the little schooner Shoe Pack, engaged in the freight and passenger trade. Some time prior to 1865 he retired from the lakes, and conducted a hotel in Elk Rapids, remaining in that business until 1870; in that year he moved to Northport, in the same State, where he also followed the hotel business until about 1891, when he retired.

Capt. W. E. Franklin, whose name introduces this sketch, received the better part of his education at the public schools of Northport, Mich. Laying aside his books at the age of fourteen, he went on the lakes, his first position on a vessel being that of cook on a small trading schooner, the Cecelia. After one season on her, he went "before the mast" for three years on various vessels, and then in the spring of 1881 became wheelsman of the City of Grand Rapids for a season. In the fall of 1881 he went to Colorado, where, for the next ten months, he was employed as bookkeeper at Blackhawk, after which, in the fall of 1882, he returned to the lakes, and

shipped on the T. S. Faxton, of Traverse City, remaining on her some three years, first as wheelsman, and later as mate. In 1886 he went as mate of the Grand Rapids, and sailed on her until 1891; in that year identifying himself with the North Michigan line, serving as mate of the Charlevoix until June 1st, same year. He then went to Detroit, and shipped on the Gazelle, a passenger steamer, plying between Traverse City and Mackinaw, being master of her during the balance of the season. In the spring of 1892 he was appointed master of the City of Grand Rapids, and sailed her two seasons—1892–93; then in 1894 shipped as mate on the J. W. Wescott, a boat engaged in the iron ore trade, and remained on her one season. In 1895 he went again as mate on the Charlevoix, and in that capacity sailed on her until she was tied up. In 1896 he was made master of the Alice M. Gill, owned by William Gill & Sons, of Northport, Mich., and has remained with that vessel and in that same capacity ever since.

The Captain is proverbial for his carefulness, sagacity, and success as a mariner, never having met with an accident of any kind since he became master. He has made his own way upward, and well merits the confidence reposed in him.

On July 30, 1894, Captain Franklin was married to Miss Lillie Baldwin, daughter of Capt. George Baldwin, who was with the Hannah Lay Company some twenty-three years, and was one of the oldest and best captains on the lakes. Two children have been born to this union: Margaret and Baldwin. Socially, our subject is a member of the F. & A. M., affiliating with the Blue Lodge No. 265, Suttons Bay, Mich., and with the Chapter No. 102 Traverse City, Michigan.

OLIVER J. SOLEAU, a master mariner, who has had command of lake vessels, both steam and sail, for many years, is of French descent, and numbers in his immediate family a grandsire, sire and four brothers who took honorable part in the American wars.

A son of James J. and Emily (La-Croix) Soleau, he was born October 9, 1859,

in Monroe, Mich., which was also the birthplace of his parents. His grandfather, Tousaint, came to the United States previous to the war of 1812, locating at Monroe, Mich., and saw active service in the ranks of the United States infantry during that stirring period. The father, James J., was first lieutenant of Company E, Eleventh Michigan Cavalry, and served throughout the Rebellion, being a portion of the time in General Stoneman's division. At the close of the war he returned home, but soon died from the effects of the hardship and exposure while in the service. His brother, Adrian C., who died at Knoxville, Tenn., was also in the Eleventh Michigan Cavalry, and was promoted to the rank of second lieutenant. They participated in sixty cavalry engagements, the most important being at Pound Gap, Ky., and several fights while on a raid under General Stoneman and Burbridge in Kentucky and West Virginia, at Mt. Sterling and Saltville, Piketon, Jonesboro, and on the Big Sandy river in Kentucky; also at Cobbs Ford, Bristol, Wytheville and Morristown, Va.; Boone, Salisbury and Sawanoa Gap, N. C.; Cæsar's Head, Picksville. and Anderson, S. C. The Eleventh was consolidated with the Eighth Michigan Cavalry July 20, 1865, and were mustered out September 22, 1865. Two other brothers, Francis and Henry, enlisted in the Fifteenth Michigan Infantry, the former being a major and the latter a sergeant. They first met the enemy at Pittsburg Landing, under Gen. U. S. Grant, April 6 and 7, 1862, the regiment losing two officers and thirty-one men killed, sixty-four wounded and seven missing. The other engagements in which they participated were Farmington, the sieges of Corinth, Iuka, Vicksburg, and Jackson, Miss.; Resaca, Big Shanty, Kennesaw, Ga.; Decatur, Ala.; siege of Atlanta; Jonesboro, Lovejoy Station, Clinton, and Fort McAllister, Ga.; Orangeburg, Congaree river, Saluda creek, and Columbia, S. C.; Fayetteville and Bentonville, N. C., having had the honor of marching with General Sherman to the sea. Francis was once wounded. Tousaint, another brother, was qualified as sutler of the regiment.

Capt. Oliver J. Soleau, the subject of this article, received a liberal education in the public schools of Monroe, Mich., which he attended until he reached the age of fifteen years, and during the winter months, even after he had begun his marine career, which took place on the schooner O. L. Frick, in the year 1875; and after coming out on the same schooner the next spring he transferred to the schooner Harriet Ross, known, in 1813, as one of Commodore Perry's war vessels, closing the season before the mast on the schooner Miami Belle; also sailed on the George S. Hazard, Elizabeth Jones, Melvin S. Bacon, E. A. Nicholson, Wabash, Mays, E. R. Williams, John Wesley, Columbia and Adventure.

In the spring of 1880 Captain Soleau was appointed mate of the schooner Walter A. Oades. While lying at anchor off Port Huron the Anchor line steamer Chicago ran into and sunk her, without loss of life, however. He closed that season on the schooner A. Boody, before the mast and as second mate. The next year he joined the schooner Brooklyn as mate, and in the spring of 1882 came out as second mate on the Reuben Dowd, closing the season on the S. V. R. Watson. In the spring of 1883 the Captain got his first vessel to sail, the bark Waverly, and since that time has had an uninterrupted run of success as master. His next command was the schooner Consuelo, after which he was in command of the Genesee Chief in 1885, the Fannie Neil in 1886, Genesee Chief again in 1887, and in the spring of 1888 he was appointed master of the schooner Bay City, sailing her two seasons. In 1890 he took command of the schooner Porter, and sailed her four consecutive seasons. Captain Soleau then turned his attention to steam, and after sailing the Raleigh one season, was appointed master of the steamer Veronica, which he has sailed with good business success for four seasons, including that of 1898.

On January 16, 1895, Capt. Oliver J. Soleau was wedded to Miss Cora E. Murdock, of Ypsilanti, Mich. The family home-stead is No. 329 Locust street, Milwaukee, Wis., where the Captain has erected a new house.

CAPTAIN SAMUEL LAW. An old-time mariner of the Great Lakes, who began his life's career at the early age of seven, is Capt. Samuel Law, of Cleveland. His educational advantages were very limited, his time being divided between work and school till he was ten years of age, when he quit school, studying at odd times evenings by firelight. His father, James Law, was an expert cotton spinner in England. About the year 1820 he desired to remove to the United States, but learned that the English Government did not allow skilled mechanics to go to the young republic, and it was only by securing a laboring man, whom he knew, to take out papers in his own name that he was enabled to get past the wary customs officers, thus coming to America as "James Leonard, laborer." When he reached this country he commenced building woolen machinery, and also superintended the erection of many woolen spinning mills before he retired from active life to become a farmer. At first he lived at Niagara Falls, on the Canadian side, but afterward removed to Goat Island, residing there some time, when he returned to the Canadian side, and, though he was much of his time employed in the United States, made Canada his home. His wife and his daughter, Sarah, and his sons, John and Samuel, followed him to America, two years after he crossed the Atlantic, going up the St. Lawrence river from Montreal in Canadian bateaux; from Prescott to Queenston they took passage on the old steamer Frontenac.

Samuel Law, living so close to the water all his life, early became a sailor. His first practical experience came when he was eleven years of age. A thirty-ton schooner became becalmed off Highland creek, near Toronto, and he being sent on board to deliver the cargo of tan bark, and bring back woolen machinery for which it was traded, the captain, having a fatigued crew, asked him to remain on board and watch the vessel while the sailors slept. Captain and crew had not been in their bunks fifteen minutes before a breeze sprang up. The boy knew the vessel's destination to be Niagara, and he also knew the course to be steered to reach that point. All the sails

having been left standing, he stepped to the wheel when the breeze came, laid the little craft upon her course, and navigated her alone from nine o'clock in the morning to five o'clock in the afternoon. When the captain finally came on deck, he was astonished to perceive the boy at the wheel, and the guns of Fort Niagara in sight over the port bow, the vessel having sailed forty miles since his nap began.

After this the young man remained at home several years, working with his father, then he spent a season in the schooner Schultz, Captain Quick, after which two years were spent in learning the carpenter's trade, then he bought the schooner Native, afterward known as the Highland Chief, which he sailed five years. This vessel went ashore in a storm January 9, 1849, near Oswego, being stripped of her canvas. Five days later Captain Law got her off, and, borrowing some sails, he managed to take her into Oswego, where she was repaired. After this he went to Chicago on the schooner Fashion, which went aground at Erie and at Chicago during the trip, but the Captain succeeded in working her off each time. Then he joined the schooner Velocity, and after two or three months went to Lake Superior on the steamer London. There he shipped on the steamer Monticello, which had been hauled over the passage before the canal was built, as wheelsman, and after making one trip remained ashore following the trade of carpenter. He was mate of the steamer Manhattan in 1853, and since then he has not sailed, except for pleasure. Since leaving the water he has largely devoted his time to shipbuilding, having been employed in the shipyards of Quayle & Martin, Roderick Calkins, Allen E. Turner, Capt. Sir Francis Drake, Ira La Frierier, E. M. Peck and others. In 1874 he commenced the building of a small boat near the west pier at Cleveland and has followed that occupation up to the present time.

During 1863 and 1864 Captain Law was engaged in the construction of vessels for the United States navy, at Bridgeport, Ala., and while there he saw the beginning of Sherman's famous march to the sea. When

the bonding law first went into effect, Captain Law took the first cargo of bonded merchandise from a foreign port into Oswego, N. Y. This was in 1848 while he was sailing the *Highland Chief*, and the cargo consisted of flour from Darlington, Ont. Captain Law relates that the customs officials then at the port of Oswego had not yet become familiar with the new regulations, and were at a loss how to make out the proper papers. He had made a study of the matter, however, and was able to make the necessary entries himself.

Captain Law was married in Ontonagon, Mich., in November, 1855, to Miss Eliza Hutchinson. Their children are Lucy Laura, now the wife of Charles Metcalf; Mary Ann, widow of Wilton Woodward, once a well-known marine engineer; Fannie Ethel, who is married to Walter N. Metcalf, the deep-water diver; Sarah Emma; James S., a marine engineer; Carrie, now Mrs. Edwin E. Closse; Edwin J., a marine engineer; and Maud, who is a telegraph operator.

Captain Law claims to be the first discoverer of stilling the seas by pouring oil upon the troubled waters. As far back as 1849 he discovered, by experiment, that raw linseed oil was the best to calm the turbulent waters.

CAPTAIN C. F. MOORE is one of the men who have made a success of their connection with the lakes. He was born in Harrison, Macomb Co., Mich., January 26, 1826. His father was J. B. Moore, a native of Detroit, and his mother was formerly Miss Nellie Tebo. Captain Moore has three brothers living—Richard, of Port Huron; Clement and Joseph; John is dead. There are four living sisters—Jane, Philomene, Eliza and Phœbe; Caroline and Erolide are dead. The Captain does not incline much to societies, and the only one of which he is a member is the Shipmasters.

Captain Moore began sailing when about sixteen years old, going before the mast on the scow *Williams*, sailing out of Mt. Clemens. He remained on her through the seasons 1845-46, and made such good use of his time that the next year he was ap-

pointed master of the scow *Pike*, plying between Mt. Clemens, Toledo and Sandusky. He paid close attention to his business, and, after running the *Pike* two seasons, was made master of the steamer *Albion*, in 1850. She ran between Detroit and Mt. Clemens, and Captain Moore piloted her steadily down to the close of the season of 1853. In 1854, having saved some money, he bought the tug *Clifton*, and did towing through the old North Channel in Lake St. Clair, where nine and a half feet was considered high water. Captain Moore ran the *Clifton* until the close of the season of 1856 when he took the R. R. Elliott and did towing from lake to lake during the seasons of 1857 and 1858. In 1859 he became captain of Eber Ward's steamer *Ruby*, carrying passengers and freight between Detroit and Port Huron, and gave such good satisfaction to owners and patrons that he continued in that position five years. During the season of 1846 he was master of the *Dart*, and did river towing. In 1865 he had charge of the T. F. Parks, also doing river towing, and in 1866 took control of the big tug *John Prindiville*. This line of business pleased Captain Moore better than the passenger one, and in 1867 and 1868 he was master of the U. S. Grant, owned by John Demass. In 1869 he became part owner of the tug *Frank Moffatt*, and was her master during that and the next three seasons. In 1873 he bought a considerable interest in the big tug *Mocking Bird*, and was her master for four seasons, doing a towing and wrecking business. In 1877 he became sole owner of the large tug *Brockway*, and did towing and wrecking with her for four years. During the winter of 1880-81 Captain Moore sold out his marine interests, and passed the year 1881 in putting his money into four large brick dwellings about the corners of Second and Abbott streets, Detroit. In 1882 he sailed the tug *Champion*, and in 1883 the *Torrent*, which were in the same business. In November of that year occurred one of the many incidents in Captain Moore's career, of which he has reason to feel proud.

A heavy snowstorm was raging, the mercury was down to zero, and the wind was rolling up great waves, when word was

received in the harbor at Port Huron that the large schooner Merrimac, with her masts gone, was at the mercy of the storm near Georgian Bay. There were larger tugs in the harbor, but their masters declined to go to the rescue, saying that it was a hopeless undertaking. Captain Moore, however, volunteered to make an effort to save the crew of the Merrimac, had timbers placed in the Torrent as braces, had everything liable to be carried away chained down and with engineer John Cronenweth at the throttle, steamed out to the rescue of the Merrimac and her crew. Despite the fury of the gale, the great task was successfully accomplished, and the schooner towed into Port Huron. But the Captain and the crew had to be at their posts thirty-six hours continuously, engineer Cronenweth having his hand on the throttle all the time, shutting off steam as the tug rose on a wave and the wheel came out of the water; and then turning it on as she lowered and the wheel was again submerged.

In 1884 Captain Moore sailed the tug Castle, and during 1885 he was master of the tug John Martin part of the season, then with nine others he went to Chicago and bought the side-wheeler Saginaw, he sailing her on Lake Erie the balance of the season. From this time to 1889 he spent his time on shore looking after his real estate and other investments. That spring he returned to sailing as master of the steamer Greyhound, on the Detroit-Toledo route. He ran her for two seasons, and then sailed the Idlewild during 1891 and 1892. He then retired from the lakes, and has done no sailing since except to run the steamer E. K. Kirby, for three months in 1896, during the illness of her captain.

Captain Moore was married, in 1852, at Mt. Clemens to Miss Caroline E. Chappell, and has one daughter, Minnie L., now Mrs. Charles Shaw, of Detroit.

CAPTAIN FREDERICK E. HALE, who was in charge of an excursion boat in the Cleveland Euclid Beach Park line during 1896, was born in Fairport, Ohio, in 1855, his father being Isaac Hale, a ship-carpenter. He attended school until he was seventeen

years of age, and then commenced sailing in the schooner Saginaw. Then he was wheelsman of the tug Anna Dobbins for two years, and of the tug Constitution for one year, second mate of the steamer E. B. Hale several years, mate of the Egyptian three years, mate of the Superior two years, mate of the Whitmore one year, of the Tacoma one year, and of the Packer one year. Then he was mate of the Kershaw several years, becoming master of the Italia and sailing her for two years afterward. Next he sailed the Schuylkill and Japan, of the Anchor line, one year each, the excursion steamer Idle Hour, at Buffalo, one year, and the excursion boat Riverside one year. He spent many seasons sailing tugs, among them being the Selah Chamberlin, Mary Virginia, Charles Henry, J. R. Sprinkle, Marguerite, Chauncey A. Morgan and Lorenzo Dimmick. During 1896 he sailed the excursion steamer Duluth out of Cleveland.

In 1892 Captain Hale was married to Miss Mary Paisley, of Cleveland.

GEORGE OLDMAN, an engineer of much practical experience, came to the United States in 1886. He was born at Aberdeen, Scotland, July 13, 1868, where he received a common-school education, attending until 1881. He then served five years with the Clyde Shipbuilding Company as machinist, finishing with that company in 1886. After his arrival in this country he took a three-months course in an engineering school, and then shipped as oiler on the Clyde Steamship line, between New York and Jacksonville, Fla., remaining eighteen months. Later he shipped in the same capacity on the steamer Philadelphia, of the Red D. line, plying between New York and Venezuela, South America, remaining fifteen months. In the spring of 1890 he received his license as chief engineer of harbor tugs, and was appointed to the tug Fred B. Dalziel, out of New York. He came to the lakes in 1891, and served one season as fireman on the steamer Tacoma, and six months on each of the following steamers: Tuscarora, Saranac, Wallula, and tug Brockway. In the spring of 1894 he shipped as oiler on the steamer Sitka, and in the fall of 1894

he received engineer's license as first assistant and shipped as second engineer on the steamer *Alcona*, closing the season with her. He then went to work in the Cleveland Shipbuilding Company's shops as machinist, remaining four months, after which he shipped as second engineer on the steamer *A. A. Parker*, where he remained three months, closing the season of 1896 as stationary engineer with the United Salt Company at Cleveland, Ohio, and in December following took charge of the *G. C. Kuhlman Car Works*, of Cleveland. In January, 1898, he obtained chief engineer's license of lake steamers and took charge of machinery of steamer *Louisiana* in March of that year.

Mr. Oldman was married in 1895 at Sandusky, Ohio, to Miss Flora Diew, of that city.

CHARLES S. SHRIVER is a son of Capt. Seymour and Emma (Brown) Shriver, both natives of Buffalo, N. Y., the former having been born on Spring street. Captain Shriver is one of the oldest tug men in Buffalo harbor.

Our subject was born in Buffalo, January 19, 1863, and is one of a family of thirteen children, eight of whom are now living. He obtained his education in the public schools of that city, leaving school when about sixteen years of age, began life in Buffalo harbor as fireman of the tug *Ascension*, and by degrees has worked himself to his present position by his own efforts. Subsequently he acted as fireman on the tugs *Harley*, *Oneida*, *J. C. Adams*, *Annie P. Dorr*, *Alpha*, *Goodman* and *James Ash*, and as engineer of the tugs *H. B. Abbott*, *Annie P. Dorr*, *Alpha*, *P. M. Moore*, *James C. Adams* and *Thomas Wilson*, which he took to Ogdensburg. He was also in the *H. A. Dickey*, which he took to Taunton, Mass. While on the tug *Annie P. Dorr* Mr. Shriver was shipwrecked off Dunkirk, and the entire crew, consisting of Capt. William Hazen, Charles Dovey, fireman, two deckhands and our subject, were picked up by the tug *James P. Adams*, Capts. Herbert Vrooman and Ed. Maytham, who ran great risks in the rescue, inasmuch as there was a heavy sea. The Adams tore

her rail and fender-rail off of her starboard side, and succeeded in taking the crew off one at a time, Captain Hazen being the last man to be rescued.

In 1892 Mr. Shriver was engineer of the tug *J. B. Gardiner*, at Chicago, and of the tug *Percy Campbell*, at Duluth. It was during his service on the former tug that the Halsted street bridge, in Chicago, was knocked down by the *Tioga*, which vessel at the time was in tow of the *Gardiner*. During the season of 1895 he was in charge of the tugs *Erastus Day* and *Conneaut*, as engineer, at Conneaut harbor, Lake Erie. He was also at one time second engineer of the steamer *Otego* and chief of the *Mentor*, being on the latter about four months. For the seasons of 1896, '97 and '98 he was engineer of the tug *Conneaut*, at Buffalo harbor. Mr. Shriver has been a member of the Buffalo Harbor Tug Pilots Association five years.

On March 4, 1894, Mr. Shriver was married to Miss Ella A. Cooper, by whom he has one son, Charles Williams. The family reside at No. 130 Jefferson street, Buffalo, New York.

CAPTAIN THOMAS SLATTERY, master of the steamer *Commodore*, of the Western Transit line, for the seasons of 1897 and '98, has not been in the lake service many years, but during his time has proved himself to be a capable seaman. He was born August 3, 1864, at Prescott, Ontario, and is a son of Thomas and Honora (Kelley) Slattery, the former a native of Tipperary, Ireland, and by occupation a laborer. The other children in the family are named as follows: Bridget, James, Mary and Katherine, all residents of Prescott but the last named who is now deceased.

Captain Slattery has a good clean record, as the following facts will show. At the age of twenty-one he shipped out of Ogdensburg in the fall of the year, as deckhand on the steamer *Pacific* of the Central Vermont line. After three months he changed to watchman of the *Otego* for a month, and then went as deckhand of the steamer *B. W. Blanchard* of the same line.

On July 6, 1887, he transferred to the *Simon Langell* as watchman, then to the *Russia* as wheelsman, and closed the season as wheelsman of the *Gordon Campbell*. The next season he wheeled the *Cuba* the first thirteen trips, changing to the *Arabia*, of the Western Transit line, which he wheeled the remainder of the season. The first fourteen trips of the steamer *New York* for the season of 1889 he was her wheelsman, and closed the season in the same berth in the *Chicago*, which he also filled during that of 1890. For the season of 1891 he was wheelsman of the *Boston*, and during the season of 1892 he was wheelsman of the *Commodore* until September 15, when he was promoted to second mate, filling same continuously until the end of her first trip in the season of 1894, at which time he was again promoted, this time to mate. The latter berth he filled continuously until July 15, 1896, when he was given command of the *Commodore*, remaining her master until the close of that season, and at the beginning of 1897 he received his appointment to continue as such.

Captain Slattery was married at Buffalo, in 1894, to Miss Bridget Norton, by whom he has two children, Mary and James. The family reside at No. 183 Orlando street, Buffalo, New York.

CAPTAIN GEORGE H. CLARKE was born at West Branch, Oneida Co., N. Y., Nov. 18, 1831. His education was obtained at Lee's Corners, in a district school in the vicinity of his birthplace, and in early life he adopted the trade of his father, Collins Clarke, who was a millwright. The latter is a distant relative of the Rev. J. Freeman Clarke, and came originally from Springfield, Massachusetts.

Captain Clarke was the eldest son in a family of ten children, four of whom are now living: Samuel, a millwright by trade, who is a resident of Oneida county, N. Y.; Hannah M., wife of George E. Stevens, who operates a fruit farm at St. Joe, Mich.; Mary, wife of Gifford Post, a farmer residing at Palmyra, N. Y.; and our subject. In 1845 the Captain shipped from New York

on an ocean vessel bound for China and other ports, and for a period of ten years was on ocean vessels, occupying every berth from boy to mate, including a term of four-and-one-half-years' service in the United States navy. On August 22, 1855, he shipped from Buffalo as mate of the *Tuscola*, remaining on her until September of that season. He then fitted out the *Wings of the Wind*, Millard Fillmore and William B. Ogden, but finished the season as mate of the *Florence*. In the following spring he became mate of the *International*, during the season fitted out the brig *William Treat* and schooner *Lively*, and closed the season as mate of the schooner *Quickstep*. In 1857 he was mate of the *Yankee Blade* for a couple of trips, fitted out the *Zenobia* and *Annie C. Rayner*, and was also mate and master respectively of the brig *Banner*.

During the season of 1858 he was master of the schooner *Excelsior* until August, when he brought out the schooner *Grey Eagle*, of which he was master the full season of 1859. In 1860-61-62 he was master of the schooner *Perseverance*, and the following season mate of the schooners *Cornelia* and *Racer*, respectively, and next season he was mate of the bark *Sunrise*. In 1865 he became master of the bark *L. H. Cotton*, in which he remained until September, 1866, when he brought out the bark *James F. Joy*, which was the first boat of her kind that carried a thousand tons of coal, and he remained in this vessel until the close of 1867. In 1868 Captain Clarke was made master of the *Erastus Corning*, and continued as such for sixteen consecutive seasons. From 1884 until 1889 he was engaged in business on shore, and then was on various propellers and steamers from the spring of the latter year until that of 1896, during which season he was mate of the steamer *A. G. Lindsay*, of Detroit. In all his experience Captain Clarke never was in a shipwreck or disaster of any description while he was in command, and all his vessels made profitable trips. During the season of 1861 he left the schooner *Perseverance*, becoming master's mate in the United States navy, and while in that service he was executive officer of the United



Geo. H. Clarke

States gunboat *St. Louis*, when, in November of that year, a shot burst the steam chest and scalded sixteen men.

Captain Clarke was first married, in 1857, at Buffalo, in *St. Paul's* church, by Rev. Dr. Shelton, to Miss Kate Cronin, who died in 1883. The children now living by this wife are William E., of Buffalo, N. Y., who was master of the *Saginaw Valley* during the seasons of 1894-95-96; John C., of Sheridan, who was mate of the *Chili* in 1895 and part of the season of 1896, and mate of the *Tuscarora* for the remainder of the latter season; George A., of Springville, N. Y.; James, who was watchman on the *Alva* during 1896; and Hannah E., wife of A. H. Reed, of Sheridan, N. Y., captain of the steamer *Maricopa*, of the Minnesota line, during 1896. In November, 1883, Captain Clarke was married in Kansas to Eliza Jane Arnold, and they reside at No. 23 Wadsworth street, Buffalo.

Although never in a shipwreck during his long experience on the water, Captain Clarke has had several interesting experiences which are well worth relating, the most important of which was in 1848 while he was in the ship *Jefferson* on the trip from New York to China. The ship left port early in July, and in attempting to go to the westward while rounding Cape Horn they were overtaken by a gale, so that for forty-three successive days they were under close-reefed topsails and for the most part storm-trysails. Instead of being able to keep to their course they drifted to the southward of Crozette islands; in that locality they encountered large floes of ice and saw one iceberg not less than five miles long, two hundred feet of which was out of water, seven-eighths of it being under the surface. After a cruise of about ten days in the ice they finally reached New Zealand, at Akaroa harbor, where they made repairs. They got new top-gallant mast, fore-yard studding-sail and jib-boom, new supplies, and resumed their voyage to Hong Kong. About the last of January of the following year, when about one hundred miles to the southward of their port of destination, and forty miles from land, two Malay proas (pirates) attempted to board the *Jefferson*

about three o'clock in the morning. With a four-pound gun, muskets and cutlasses the crew of the *Jefferson* sunk one of the proas, and the other was driven off with a loss of about five or six men. None of the crew of the *Jefferson* was killed, but Captain Clarke wears the scars from one of the scimiters to this day. The second day after this event the *Jefferson* put into Hong Kong in safety.

In 1861, while master of the *Perseverance*, Captain Clarke first discovered what has since been called *St. Martin's Shoal*. It is located between Louse or Rock and *St. Martin's* islands at one of the entrances to Green Bay, about sixty miles from the city. Captain Clarke marked a chart and sent it to the topographical engineers at Detroit, Mich. During the season of 1869, while master of the *Erastus Corning*, Captain Clarke was the means of arousing sufficient interest in the establishment of a life-saving station at Evanston, and lighthouse at Grosse Point, Lake Michigan, to result in making them permanent fixtures. On November 16, the *Arrow* was wrecked in that locality, and after two unsuccessful attempts at a rescue Captain Clarke with others boarded the tug *Woods* from Chicago and proceeded to the scene of disaster. One boat and the occupants, which embraced all of the *Arrow's* crew, were lost. After a stay of twelve hours at the wreck Captain Freer, of the steamer *Bay City*, and his wheelman were taken off. Captain Clarke subsequently communicated all the facts above alluded to, but much more in detail, to the Secretary of the Treasury, with an endorsement by the Collector of Customs at Chicago, the result of which was the establishment of the life-saving station and lighthouse above mentioned. Later, while on the *Corning*, in 1872, she struck a rock at Barpoint, Lake Erie, and had her forefoot knocked off. This fact was conveyed to E. P. Dorr, insurance agent at Buffalo, who handled the government charts at that time, resulting in the establishment of a lightship at that point.

In the fall of 1860, Captain Clarke experienced the coldest bath he ever remembers. The schooner *Comet* was wrecked off the Tift farm in a gale and snowstorm,

endeavoring to make Buffalo harbor, and while in command of Capt. John Eastwick. When the news reached the tug offices Captain Clarke and five other stalwart fellows went to the wreck with a Francis metallic lifeboat, and got the crew off. They were in the water when the rescuers arrived, and on the way to the land the boat was capsized, but all reached shore in safety. Ten of the party were taken to the city in a wagon, but Captain Clarke went on foot, and when he reached home he was so exhausted that he could not have gone a step farther. However, he was finally revived by the use of Perry Davis' Pain Killer and some vigorous manipulating, his various articles of clothing being so stiff with ice that he had to stand them up in a corner instead of hanging them.

The fiercest gale the Captain ever experienced on the lakes was in 1872. It was in Saginaw bay, and while he was on the Corning. He discovered a steamer in distress and hard aground on North Point reef, and she proved to be the propeller Galena, of which J. C. Gilchrist was the clerk. He went to her relief, but failed to furnish any, as his services were refused by the crew of the Galena on account of the heavy sea, and in getting away again he was compelled to slip his anchor. One enormous sea which boarded the Corning completely filled the deck of the vessel. Her rail was five feet four inches high, and it was estimated that about one hundred tons of water came aboard. In 1878 he went to the rescue of the J. R. Bently, which was in distress about twenty miles from the Straits of Mackinac, and about twelve miles from shore. She sunk when the Corning was about four miles away, but the crew were picked off by a small boat after the water had been partly stilled by the use of oil. The Captain made a pretty good job of setting the mate's arm, which had been broken, at least so said a physician who examined it on their arrival at Buffalo. Besides his other qualifications Captain Clarke is a good tailor, having picked up the trade on salt water. Among his store of relics of his sea-faring life he has a small pair of trousers made by him

for his two-year-old son, the first pair the lad owned. They were made at odd times while the Captain was on the *Perseverance*, but could have been made easily in a day. The boy was drowned off the docks at Erie, Penn., when about eleven years old.

In March, 1865, while a resident of the First ward of Buffalo, Captain Clarke was chosen to be blindfolded and perform the duty of drafting soldiers for the Civil war. The first name drawn was that of a light-house tender at Buffalo Harbor, who had been dead two years. Later he brought forth the name of a man who had been cook with him on a vessel, and who had been shot in the war two years previously, and also that of a sailor who was then confined in Andersonville prison. Capt. George H. Clarke is a member of the Hugh de Payens Commandery, and is a thirty-second degree Mason; is also a member of the Buffalo Consistory, in which work he has taken a great interest.

CAPTAIN CHARLES R. CLEVELAND. Many exciting and intensely interesting adventures have been crowded into the life of this gentleman, whose home is in Cleveland, Ohio. Over half a century has been spent on the water by him, and a full account of his experience would fill a volume. His birthplace was London, England, where he first saw the light of day December 4, 1833. His father was Charles Cleaveland, a shoemaker, who migrated to the Cape of Good Hope and remained there two years, during which period the Kaffir war broke out. He was compelled to join the British forces at that time, but at the first opportunity he ran away to the Cape and returned to England. He remained in his native land until about fifty years of age, when he removed to America, coming to Ohio, and settling on Central avenue, in Cleveland, and here Mrs. Cleaveland joined him a year later. The son, however, did not come to the United States until 1852.

At the age of eight years Charles R. Cleveland (who early dropped the extra letter in spelling the name) began to learn his father's trade, but not being entirely pleased with the occupation, he ran away to sea on a

fishing smack when he was ten years old. There he was cabin boy, and the life suited him so well that he spent two years on the vessel. His parents were living in Ramsgate at the time, and at the end of two years he went ashore and there spent a few months more at the trade of his father. He was still uneasy, anxious to join an English man-of-war, and in March, 1848, he shipped on Lord Nelson's old ship *Victory* as naval apprentice, expecting to remain in the navy seven years. A naval school was conducted on board the *Victory*, on which he spent three months in the gunnery department, and an equal period in a sail loft and rigging loft, and in a sailing vessel, in order to get a practical knowledge of seamanship. Then he was drafted on board the fifty-gun frigate *Leander*, belonging to the channel squadron, in which he cruised the Mediterranean, along the coast of Africa and the coast of Spain, spending one winter in Lisbon and one in the Cove of Cork. In 1850 the *Leander* and three other vessels were dispatched from Gibraltar to the Barbary coast to rescue a small English brig which had been captured by pirates. The captain of the brig, his wife and the crew had been made prisoners and a ransom of four hundred dollars each was demanded by the pirates. The English man-of-war anchored near the coast and sent the small boats in to cut the brig loose, at the same time firing over the heads of the men in the boats to protect them from the pirates. On the British side one man was killed and twenty-one wounded, but the brig was released, and it was found that she had been stripped of everything of value and was practically worthless; her crew were subsequently ransomed.

After this incident the *Leander* cruised around the Mediterranean sea, finally returning to England, and on October 13, 1852, young Cleveland was paid off and honorably discharged at his own request. He at once proceeded to London and embarked for the United States in the ship *American Congress*. Upon his arrival in New York he shipped in the brig *Elizabeth Watts*, of Thomaston, Maine, making a voyage that took in Aspinwall, Portobello,

Carthagen, and New Orleans, during which all on board became stricken with fever except the captain and young Cleveland, who was made cook of the vessel in place of the regular steward, the latter having died. Our subject left the vessel in New Orleans and ascended the Mississippi river on the steamer *North America*. This was in 1853; he had not seen his father for seven years, and when, on arriving in Cleveland in March of that year, he presented himself before his parents, the father did not recognize him, so greatly had he changed. Captain Cleveland delights now in relating that, after seven years of sailing, he arrived in the big lake port with nothing more valuable than two three-cent pieces in his pocket. Being a practical seaman of experience, however, he found no difficulty in securing employment in Cleveland, and for some time he worked at rigging vessels. Among the crafts he fitted out in this respect were the schooners *Ocean Wave* and *White Cloud* and the barks *Sturges* and *Illinois*. Later in the same year he went sailing before the mast on the *Ocean Wave*, after two months joining the brig *Isabella*, in which he completed the season. In 1854 he again shipped on the *Isabella*, as second mate, and continued to fill that berth until July, when he went before the mast on the schooner *Robertson*, bound for Chicago. At that port he went aboard the *O. Q. Melser*, trading between Chicago and North Manistee, on which he remained until, on November 5, she went ashore, a total loss. He was taken to Chicago on the schooner *Buena Vista*, and there shipped in the schooner *T. P. Handy*, leaving Chicago, November 24, with 9,000 bushels of wheat, on which a freight rate of thirty-two cents per bushel was paid to Oswego. Arriving there he again shipped in the brig *Isabella*, leaving Oswego December 3, to return to Cleveland. On the morning of December 4 the *Isabella* was wrecked at Alcott, Lake Ontario, in the midst of a furious storm, and the crew met with great difficulty in getting off the vessel, their boats capsizing and ice forming on their oil skins half an inch thick, so that their garments had to be forcibly torn off when they reached shore. All the

crew were severely frost bitten, Mr. Cleveland having a hand and a foot frozen. The same night seven vessels went ashore at the port of Cleveland.

In the spring of 1855 Mr. Cleveland went on the schooner W. F. Allen, to Chicago, where he joined the schooner Gem; on this vessel he served until July, when he transferred to the schooner James McKay as mate, continuing on her until late in the fall. On November 25, they left St. Joseph, Mich., with lumber for Chicago. When well outside a leak started, and the boat sank as far as her cargo would allow and then drifted in a water-logged condition. Those on board having expected to be in Chicago for breakfast, only provisions enough for one day were on board, and as Chicago was not made until Sunday afternoon, the crew had nothing to eat from Wednesday morning until that time. They were almost famished, but after a hearty meal of bread and milk were soon in good condition again.

In December, 1855, Mr. Cleveland went to New York with two companions and shipped on board the American Eagle for London, with a cargo of flour, etc. They encountered very bad weather on the way, losing all their boats, having their deck swept clean, and being finally forced to heave to in order to save the ship. On the morning of December 10, they picked up two boats containing twenty-four men and the stewardess from the ship Shebago, which had foundered in the gale. The castaways reported that six men had been left on board the Shebago in a drunken condition, refusing to enter the boats; they were never heard from again. The Shebago's crew was taken to London, Mr. Cleveland returning to America in the American Eagle, reaching Cleveland in the spring of 1856, where he soon shipped as second mate of the schooner Ketcham, making a trip to Saginaw for lumber and returning to Chicago. They set out on another trip for lumber, this time to Bay City, and on the way back the vessel ran ashore on the Spectacle reef, the boat sinking with a hole in her bottom. By throwing off the deck load they managed to float

her and get her into Cheboygan, where a diver repaired the break temporarily, so that she could be sailed to Chicago, though still leaking badly, and was there laid up for the season. In the fall Captain Cleveland shipped in the bark Illinois to Cleveland, and then became wheelsman on the propeller Manhattan, remaining in her until she went ashore on the Cleveland pier; she was hauled out on the pier and repaired during the winter. The following spring he became second mate on the Manhattan, and the vessel was sunk at the "Soo" on the first trip, striking Topsail island. He remained with her until she was raised, and then made two trips on her, after which he became second mate of the propeller City of Superior, which vessel ran ashore in a snowstorm at Copper Harbor on November 10, a total loss, and he returned to Cleveland on the steamer North Star. That winter they built the propeller Northern Light for Hanna, Garretson & Co., the Captain going as her second mate and sailing two years. A brief record of his sailing for the next ten years is as follows: In 1860 he was second mate and pilot of the propeller Fountain City; mate of the steamer Illinois; 1861-62-63, mate of the propeller Iron City; 1864, master of the Iron City; 1865, mate of the propeller Ironsides until August, then master of the propeller Governor Cushman; 1866-67, master of the steamer S. Clement; 1868, master of the steamer Dubuque; 1869, master of the Dubuque and also master of the propeller Old Concord; 1870, master of the Old Concord until August, then master of the propeller R. G. Coburn.

In 1871 Captain Cleveland purchased a farm, intending to retire to it, but he resumed sailing in August, when he became mate of the propeller India, in 1871 being mate and pilot of the same vessel. In 1872, he remained at home until August, when he became mate and pilot of the propeller Pacific. In 1874 and 1875, he was mate and pilot of the steambarge Vienna, spending the next two years on his farm. During the seasons of 1878 and 1879, he was mate and pilot of the steambarge Oscar Townsend, spending the seasons of 1880

and 1881 on the propeller John N. Glidden. In 1882, he was mate of the Henry D. Coffinberry; 1883, mate of the E. B. Hale; 1884, mate of the R. P. Ranney; 1885, mate of the Devereux; 1886, mate of the John N. Glidden; 1887-1888, mate of the Henry Chisholm; 1889, mate of the Pasadena and then of the J. H. Devereux, remaining mate of the latter until September, 1894, when he became master of her. He was her mate again in 1895, sailing as master of her throughout the season of 1896 and 1897, and of the William Chisholm, 1898.

Captain Cleveland has been married twice. In 1859 he wedded Miss Isabella McDougall, a native of Scotland, who died December 13, 1861; one son was born of this marriage, named George Laughlin Cleveland, but death claimed him a few months later. On February 5, 1863, the Captain was again wedded, this time to Miss Jennie Tompkins, of Columbia, Ohio. Their children are: Lelia M., now the wife of Dr. Berton G. Watson, of Benton Harbor, Mich.; Clara Isabel, now Mrs. Frank Van Noate, of Brecksville, Ohio; Grace A., a professional nurse; and Norman R., a machinist, who is married to Miss Lelia Hayes.

A. G. HAIG, chief engineer on the Corsica, was born in Cleveland, Ohio, April 7, 1865, but when only two years old was taken by his parents, Thomas and Jane (Graham) Haig, to Monroe Center, the same State, where he still makes his home. The father is a native of Scotland, and on coming to America at the age of eighteen first located in Cleveland. He has spent the greater part of his life as a marine engineer, but is now living retired at Monroe Center. One of his sons, George Haig, is the present chief engineer on the Portage.

At the age of twenty, A. G. Haig began his sea-faring life by going on the Vienna as fireman, remaining thereon one season, and then served in the same capacity on the S. E. Sheldon the following season. The next year he was oiler on the Corona and later on the A. P. Wright, after which he was second engineer on the Nahant, Cambria and Matoa for some

years. In 1895 he was chief engineer on the Cambria, and the following year became connected with the Corsica, where he has since served in the same capacity. Socially he is a member of the Masonic fraternity and the Independent Order of Odd Fellows.

HOWARD MELVILLE HANNA, president of the Globe Iron Works Company, was born in New Lisbon, Ohio, January 23, 1840. His ancestry is traced back to Patrick Hannay, as the name was then spelled, who in the twelfth century owned and lived in Castle Sorbie, in the southern part of Scotland. A daughter of Patrick Hannay married the son of Lord Gallaway, and the castle here named is still owned by her descendants. At the time of the practical depopulation of the North of Ireland by the King of England in the sixteenth century, the places made vacant were filled by the Scotchmen, who intermarried with the Irish, and thus came the famous race known as the Scotch-Irish. Among those who thus went from Scotland to Ireland were members of the Hannay family, who about this time dropped the final "y" of the name, and since then it has been spelled Hanna. The first member of the family to emigrate to Ireland was William Hannay, who was made lord lieutenant of that country.

Thomas Hanna, great-grandfather of Dr. Leonard Hanna, came to America from the North of Ireland, in 1764. This grandfather died about one year after reaching this country, and his children, among them Robert Hanna, the grandfather of Dr. Leonard Hanna, were bound out as apprentices during the rest of their minority. Thomas Hanna, the founder of the American branch of this family, was in religion a Presbyterian, but as his son Robert became an apprentice in the family of a Quaker, being at that time about twelve years of age, he naturally adopted the religious views of his protector. From that time down to the present, the members of the Hanna family, descendants of Robert, have been Quakers in religious belief, and for the most part members of the Church or Society of Friends.

Robert Hanna married Miss Catherine Jones, of Welsh ancestry, both of whom were then living in the southern part of Pennsylvania. Almost immediately after their marriage they removed to Lynchburg, Va., where they were living during the Revolutionary war. Being excused from participation in the great struggle on account of religious and conscientious scruples, Robert Hanna remained at home throughout, undisturbed, and aided the cause only by nursing four wounded soldiers who were injured in the battles taking place near his home. Robert Hanna and his wife Catherine had six children, three sons and three daughters, as follows: Thomas; Benjamin; Robert; Esther, who married Charles Hole; Ann, who married Benjamin Hambleton; and Catherine, who married John Hole, a brother of Charles.

Benjamin, second son of Robert, was born June 14, 1779, at Lynchburg, Virginia, and remained there until 1802, when he removed to Columbiana county, Ohio, where he opened up two farms in the wilderness about ten miles from New Lisbon. Afterward he went into merchandising at New Lisbon, and was for 20 years president of the Sandy and Beaver Canal Company, this canal running from the Ohio canal at Bolivar to the Ohio river in the edge of Pennsylvania. Benjamin Hannah married Rachel Dixon, and they had thirteen children, as follows: Joshua, born November 7, 1804; Leonard, born March 4, 1806; Levi, born February 7, 1808; Zalinda, born February 22, 1810; Robert, born August 25, 1812; Triphenia and Triphosa, born June 12, 1814; Rebecca, born August 25, 1816; Thomas, born May 24, 1818; Hannah born March 3, 1821; Benjamin, born March 14, 1823; Kersey, born October 6, 1824; and Elizabeth, born June 12, 1827. Of these children only two are now living, viz.: Levi and Kersey. Levi is living at Greeley, Colo.; he married Nancy Watson, and had ten children, but only two of them are now living: George and Franklin. Kersey Hanna is assistant treasurer of the Cleveland City Railway Company; he married Mary A. McCook, daughter of Dr. George McCook, of Pitts-

burg, Penn., and their children have been as follows: Flora A., born March 23, 1850; Alice, deceased; James B., born August 26, 1854, married to Miss M. A. Beggs; Edwin, born November 18, 1857, married Miss Emma Slater, and has one son, E. Dison; Mary L., born June 12, 1860, and Margaret, born May 21, 1865.

Dr. Leonard Hanna was the only one of the family that became a physician, and he practiced medicine only when a young man, owing to the long rides he was compelled to take and the unsatisfactory state of his health. About the time of his removal to Cleveland the Sandy and Beaver canal failed because of the introduction of railroads, and this was really the cause of his removal to Cleveland. He came here in the spring of 1851, and brought his family the following fall. He had been a merchant some years before his removal, and he continued in this line the remainder of his life, dying in 1862. Dr. Hanna married Miss Samantha M. Converse, daughter of Porter Converse, of Unionville, Ashtabula county, Ohio. By this marriage he had the following children: H. Gertrude, born in 1836, and married to Henry Hubbell; Marcus Alonzo, now United Senator from Ohio; H. Melville; Salome, whose first husband was George Chapin, and second was J. Wyman Jones; Seville, born in 1846, and married to Col. James Pickands, who died July 23, 1896; Leonard C., born in 1850, and Lilian C., born in 1852. Leonard C. Hanna married (first) Miss Fanny W. Mann, of Buffalo, and for his second wife, married Miss Coralie W. Walker.

Howard Melville Hanna, as stated above, was born January 23, 1840. After removing with his father's family to Cleveland in the fall of 1851, he attended the public schools of that city, and in 1858 went to Cornwall Collegiate Institute at Cornwall, N. Y. In 1859 he entered the junior class at Union College, Schenectady, N. Y. After remaining there a year he left on account of dangerous illness of his father, and went into his father's office and carried on the business. In the spring of 1862 he received an appointment in the United States navy as paymaster and joined Farra-

gut's squadron, and served with Farragut until July, 1863. At this time he was ordered to New York to settle his accounts, and the succeeding fall was ordered to the United States Steamer Agawam, then at Portsmouth, N. H., a new vessel built at Portland, Maine. As soon as this vessel was placed in commission she went to the James river in Virginia as a part of the North Atlantic squadron, being made the flag ship of Admiral Lee, and went up the James river with the fleet to within ten miles of Richmond. Mr. Hanna served in the North Atlantic squadron until the close of the war.

Returning home, the firm of Hanna, Garretson & Co. having been dissolved, on account of the death of Dr. Leonard Hanna, Mr. Hanna went into partnership with his uncle, Robert Hanna, in the wholesale grocery business. He also became a member of the firm of Hanna, Doherty & Co., which firm was established by his brother, Marcus Hanna, for the purpose of refining petroleum, the firm of Robert Hanna & Co. being dissolved, and H. M. Hanna, buying his brother Marcus A.'s interest in the firm of Hanna, Doherty & Co. Mr. Doherty dying some time afterward, Geo. W. Chapin was admitted to partnership, and the name of the firm became Hanna, Chapin & Co., which firm lasted until 1876, when the plant and business were sold to the Standard Oil Company.

During the period from 1856 to the present time (1898), Mr. Hanna has been interested in the building of vessels, steam and sailing, which have been engaged in lake transportation. In 1873 he built the three-masted schooner Leonard Hanna, and soon afterward he joined his brother, Marcus A., in the building of vessels for the Mutual Transportation Company. In 1886 he organized the Globe Iron Works Company, for the purpose of building modern steel vessels and modern machinery, and became the president of the company, which position he still holds.

In December, 1863, Mr. Hanna married Miss Kate Smith, of Hartford, Conn., daughter of Erastus Smith, a lawyer and noted scholar and bibliomaniac. Mr. and

Mrs. Hanna have the following children: Mary Gertrude, now Mrs. Colburn Haskell; Kate B., now Mrs. Robert Livingston, Ireland; and Howard Melville, Jr., who is attending school.

CAPTAIN JOHN DUNSEITH has by industry and thrift acquired considerable tug property, and is one of the most popular masters in the tug business operating at Toledo harbor. He was born at Newmarket, Ontario, in the year 1854, a son of James and Anna (Newbeon) Dunseith. After attending school in his native town until he was nine years of age, his parents removed to the United States and located at Toledo, Ohio.

In the spring of 1865 Captain Dunseith commenced tugging as fireman on the Galaher, and advanced rapidly. After five years, during which he sailed on different tugs in various capacities, he was promoted to the position of chief of the tug G. W. Wilson. This tug was owned by William Richardson, of Buffalo, afterward taken to Toledo, and Captain Dunseith remained captain of her nine years. In 1879 he was appointed master of the tug Dudley, owned by Davis Brothers, and sailed her four years.

In the fall of 1883 Captain Dunseith purchased the tug Joseph S. Spinney, which he owned and sailed with great success; and was enabled in 1894 to purchase the tug Fannie L. Baker, which is sailed by Capt. James Skeldon, and the pleasure steamer Grandon, which he bought in the spring of 1897. He is a careful and successful lake captain, and the only mishap that enters into his record, and for which he was in no way at fault, was a collision with the steamer Reindeer, at the mouth of the Maumee river, while he was sailing the tug G. W. Wilson. The Wilson was sunk, and the captain of the tug Oscar Folsom rescued the crew.

Captain Dunseith is starboard quartermaster of Harbor No. 43 of the American Association of Masters and Pilots, and a Master Mason of Yondota Lodge, Toledo. His father, James Dunseith, died May 16, 1868, from which date our subject lived with

his mother until the time of her death, February 12, 1894. He now makes his home with his sister, at No. 921 Erie street, Toledo, Ohio.

CAPTAIN GABRIEL GUNDERSON, one of the oldest and best known vesselmen of the Great Lakes, and for many years a resident of Chicago, typifies in his genial personality the successes that have come to some of those who for many years have ploughed the inland seas. In manner he recalls the master of the prosperous 'fifties—affable, courteous, efficient, cool and ready in emergency—in short the ideal sailor of the halcyon days upon the lakes half a century ago.

The Captain is a native of Norway, whose rugged sons have manned so many of lake craft with natural-born mariners. Born near the village of Farsonin in 1831, he is a son of S. T. and Anna M. Gunderson. His early education was such as the schools of his native land then afforded. It ended when he attained the age of sixteen, and he then began the practical education upon the seas, the beginning of a career that was to last for many long years, and to close with honor and credit to himself. The first nautical experience of Captain Gunderson was obtained in coasting vessels along the shores of his native land. At the age of sixteen he went to sea, but a year later came to America, locating first at Milwaukee, as his future home. In the fall of 1848 he came to Chicago by stage, as there was then no rail communication between the two cities, and Chicago has ever since claimed him as a resident. Immediately upon his arrival in the new land the young sailor sought and secured employment upon the lakes. For a time he was on a small vessel, but he closed the season of 1848 as a sailor aboard the schooner Whig.

In 1849 he went on the schooner Industry for a short time, and then shipped aboard the Honest John, owned by Charles Meyers. The following year, 1850, he sailed the Mary Hilliard, owned by Charles Walker, Capt. Jack Naper being master. The same year he went aboard the brig General Worth out of Cleveland, and later in the same

season sailed on the ship Merchant, Capt. Arthur Atkins, master. During the year 1851 he sailed on the brig Venice, the captain and mate of which were subsequently drowned from another vessel, which capsized while entering the harbor of Grand Haven. The next venture of Captain Gunderson was under Captain Hammer on the brig Hoosier, owned by John Reed, a lumberman. Captain Hammer was subsequently drowned while on passage to the old country, the vessel going to the bottom. In 1855 Captain Gunderson, then twenty-four years of age, purchased an interest in the schooner Arabella, of which he became master. In 1861 he bought the Pilot, built in Ashtabula, and commanded her for two seasons. In 1863 he sold the Pilot and then purchased the Montauk, which he sailed as master until 1882. On November 24 of that year she was lost off the Manitou during a heavy snowstorm, ran aground with dragged anchor and went to pieces, a total wreck. At the time his son was aboard. Through the admirable seamanship displayed by Captain Gunderson the entire crew was saved, not a man perishing. The loss of his ship proved to be the end of Captain Gunderson's active life upon the lakes. He had previously made investments in Chicago property, and these he now manages. He has been eminently successful in life, and is one of the best known old-time vesselmen of the city. His friends in marine circles are as many as his acquaintances.

Captain Gunderson was married at Chicago in March, 1853, to Miss Mary Johnson. His children are G. M. Gunderson, of Chicago, and Mrs. Lena Decker, also of Chicago. The Captain is a member of Covenant Lodge No. 526, F. & A. M., of Washington Chapter No. 43, and of Chicago Commandery No. 19. He was formerly a member of Union Lodge No. 19, I. O. O. F., joining over thirty years ago. In politics he is a Republican. He is well preserved mentally and physically, and now lives in the easy retirement which is the boon of his business career. His cool judgment in the face of danger, his fertility of resource, his bravery, and skill never



Gabriel Gunnarsson

deserted him. No life was ever lost a board a vessel while he was in command, and the same sagacious judgment has been evinced in his business affairs. Combined as these indispensable traits are with the courtesy of a gentleman in the personality of Captain Gundersen, there is found one of the oldest living lake masters, a fitting representative of the school of long ago, yet one who has ever since kept abreast with the advancements of recent years, and who most happily combines with the progress of the present the memories, the deeds and the spirit of his younger days upon the lakes.

SIDNEY LE BEAU is one of the seven children of John and Saphrona (Launderville) Le Beau, the former of whom was a carpenter by trade, and was born in Ogdensburg, N. Y., March 31, 1869.

Mr. Le Beau began his seafaring life in 1885, shipping before the mast on the Buckley, an Ogdensburg boat, for that season, and in 1886 went as porter on the Japan. The following season he was in the same capacity on the India, on which he also commenced the season of 1888, making two trips as her lookout. He then went into the City of Fremont, wheeling her during the season of 1889, and shipped in the same capacity the next season on the Josephine, remaining for half of the season; the balance he spent on the Sheldon. The three succeeding seasons he was with Captain Brown, of Cleveland, on the Choctaw, wheeling her two seasons, and acting as second mate the third season. In 1894 he went on the Kearsage, helping to fit her out new, and remained as her second mate all that season; the following one, 1895, was about divided equally between the Hopkins and the Pearl, his service as mate on the latter ending when she was laid up, and he finished the season on the Lehigh, as second mate. For the seasons of 1896-97 Mr. Le Beau was second mate of the Juniata, and during the season of 1898 he was employed as mate of the steamer Geo. Presley, with C. D. Woodward. He has two brothers who are now sailing, George being wheelsman on the Schuylkill, and The-

ophile wheelsman on the Delaware. Mr. Le Beau is a painstaking, conscientious and faithful worker, paying attention to every little detail, and these qualities will ultimately, in the no-distant future, secure him command of one of the fast liners.

Mr. Le Beau was married to Miss Eva Marcou, of Ogdensburg, February 17, 1896, and one daughter has blessed their union. The family residence is at No. 50 Canal street, Ogdensburg, New York.

WILLIAM WARD, senior member of the firm of Ward & Jackson, the leading ship-smiths and iron forgers of Cleveland, Ohio, has been quite successful in his business, and has the distinction of having ironed the major part of the new vessels built in Cleveland at the various shipyards when wooden shipbuilding was carried on so extensively at that port. He has won the way to his present comfortable condition by unremitting industry and thrift.

Mr. Ward was born in Toronto, Ont., January 19, 1842, and is a son of Christopher and Maria (Day) Ward, his father being a native of Norwich, England, whose ancestors had for many generations been farmers. At the time of the father's birth the family was nearly extinct, and when a child he went to live with his grandfather, the only surviving member of their immediate family. In 1830 he crossed the Atlantic, and located on Prince Edward Island, but soon afterward removed to Toronto, Canada, where he made his home until January 24, 1868, going thence to the Georgian Bay region, where he bought a farm near Owen sound.

At an early age William Ward, the subject of this sketch, removed with his parents to Trafalgar, Ont., where he received a fair common-school education, and on leaving that place resided for a short time in Brampton, in the same Province. Later he lived in Streetsville, Ont., where he learned the blacksmith's trade, and on coming to the United States, in 1862, he located in Cleveland, where he soon obtained employment in the agricultural shop owned by Younglove, Massey & Co. Subsequently he worked in the Mahoning railroad shops, and in the

marine works of Blish & Gerlack, and spent one year in Youngstown, Ohio, after which he returned to Cleveland. For a time he was also in the employ of the Cleveland & Pittsburg shops in Wellsville, as foreman, and the Lake Shore shops and the Cleveland, Columbus & Cincinnati shops in Cleveland. On leaving that position he established his present shipsmith and machine forging business, being in partnership with John Blatt for a year. That partnership being dissolved, he has since been connected in business with E. J. Jackson under the firm name of Ward & Jackson, who enjoy an excellent trade, which is certainly well deserved, for both are expert and skillful workmen. They have recently removed their works to more commodious quarters on the same street, a few doors from the old shop. Socially, Mr. Ward is an active and ardent Mason, holding veteran's certificate of Bigelow Lodge, F. & A. M., and fills the office of trustee; a veteran of Thatcher Chapter, of which he is also a trustee, and a veteran of Holyrood Commandery. He is also a Noble of the Mystic Shrine. He holds a certificate as a life member of the Ohio Masonic Home, of which he is also a trustee.

On February 15, 1870, Mr. Ward was united in marriage with Miss Catherine Anable, of Cornwall, Ontario, and to them have been born four children: Adelbert V., now in the employ of the McIntosh Huntington Company, and who married Miss Hattie, daughter of Enos Jenkins, engineer of the Penobscot; Elizabeth, wife of Francis P. Martin, of Cleveland; William E., a civil engineer now in the employ of the city of Cleveland, and who, like his father, is an ardent Mason; and Catherine E., who became the wife of Dr. Robert C. Droege, a practicing physician of Cleveland, Ohio. The family homestead is pleasantly situated on Whitman street, Cleveland.

CAPTAIN CHARLES EDWARD MOODY, it may truthfully be said, is a born steamboat master, of quick perception and prompt in execution, of great energy and full of resource in time of peril. He is a son of Capt. James and Emily E. (Armstrong)

Moody, and was born on July 27, 1850, in Buffalo, N. Y. His parents were also natives of the great State of New York. His father was a master of vessels for many years, and owner of tugs. Among the notable steamers on which he sailed were the Queen of the Lakes and Princeton, of which he was mate, and he also sailed the Tift, which was the first tug engaged in harbor towing at Milwaukee; the tug Cleveland, which was sold to the United States Government during the Civil war to be used as a despatch boat on the Mississippi; he took the tug Jonah Richards to Ludington, and the American Eagle which he purchased in Buffalo to Manistee. After selling her he entered the employ of Wolf & Davidson, of Milwaukee, as superintendent of the dry dock engine works. At one time was sent with a 14-inch Worthington steam pump and wrecking outfit to release the brig Lucy J. Clark, which was ashore near Cross Village. They succeeded in getting her off, and while towing her to harbor a gale came up, and the steam pump was disabled causing the vessel to become water-logged and sink. The crew jumped overboard, and Capt. James Moody, the mate and cook were drowned. The Captain's body was found by an Indian a week later at Sturgeon Point. The large concourse of people that attended his remains to the grave was a token of the high esteem in which he had ever been held. His widow is still living in Milwaukee, and is seventy-two years of age. The other members of the family are Cornelia, Clara and Elizabeth.

Capt. Charles E. Moody, the subject of this article, attended the public schools in Milwaukee till 1864, or until he was fourteen years old, when he took advantage of an opportunity to ship as boy on the bark Newsboy, joining the brig Starlight the next spring in the same capacity, and going as royal boy on the bark Cream City, with Captain Johnson, in 1866. In the spring of 1867 he shipped on the steamer Governor Cushman as wheelsman, with Captain Thompson, and after further experience as wheelsman outside he went tugging in Milwaukee harbor as linesman on the Robert Emmett and Jonah Richards; then was master of the B.

F. Davidson for two seasons; was on the W. K. Muir, American Eagle and Margaret. While on the American Eagle the Captain jumped overboard and saved the life of John Warner, who fell from the boat. The drowning man gave him the dead man's grip. In the fall of 1872 he was wheelsman of the steamer Messinger, with Capt. David Cochrane, one of the best known steamboat masters on the lakes, and was fifty-two days in the ice on Lake Michigan.

In 1873 Captain Moody entered the employ of Stackey Brothers & Co., as master of the tug J. J. Hageman, and sailed her three seasons. He then took command of the tug Welcome, and sailed her eight successive seasons. During this time the Captain was instrumental in saving the lives of three fishermen, whom he took from a capsized boat during the prevailing of a northeast gale. Another episode while on the tug Welcome serves to show the chivalrous type of his courage. At the risk of his life the gallant Captain jumped overboard and saved the lives of two boys, who would have been drowned but for his timely assistance. Although these well-authenticated rescues would seem to entitle the Captain to a life-saving medal, his modesty has prevented his taking any action in the matter. In the spring of 1885 he was appointed master of the crack tug T. T. Morford, owned by J. S. Dunham, of Chicago, and the next spring he again assumed command of the tug Welcome. During the time that he was master of tugs Captain Moody earned an enviable reputation as a wrecking master, and in one instance pulled the Blackhawk, Quickstep, Burnham and consorts off the beach near Milwaukee during one night, and he has a record of having done more wrecking with harbor tugs than any other man. The night the steamer Vernon was lost he towed a wreck into Beaver Harbor. During the time he was master of the tug Welcome, he was the recipient of a handsome gold watch, bearing the inscription: "Presented to Captain C. E. Moody for active and meritorious services during the season of 1880."

In the spring of 1887 Captain Moody was appointed master of the steamer F. &

P. M. No. 2, which he sailed two seasons, after which he was transferred to F. & P. M. No. 5, sailing her one season between Duluth and Ogdensburg, and for three seasons between Manistee and Chicago; and it was while in command of this latter vessel that the Captain was instrumental in rescuing the two remaining men from the rigging of the schooner M. J. Cummings, which went ashore at Milwaukee. This he did by taking a tug and towing a scow out to the stranded vessel, and bringing her alongside the boat saved the men's lives. In 1893 he was appointed master of the steamer Nebraska of the Soo Railroad line, F. D. Underwood being manager. His next command was the car ferry steamer Ann Arbor No. 1. In the spring of 1896 he entered the employ of Bessemer Steamship Company, as master of the steamer Washburn, formerly the James B. Neilson, the first one of the fleet out on the lakes. He sailed her until September 17, 1897, when he was transferred to the John Ericsson, the largest whaleback on the lakes previous to the appearance of the Alexander McDougall, and in 1898 he was again promoted to the command of the large steel steamer Sir Henry Bessemer, a ship of 3,293 tons register. The following incident, which took place during the Captain's command of the Bessemer is worthy of mention as one of the many and varied experiences of his life while a sailor: On October 24, 1898, while out on Lake Superior a northeast gale sprang up, and the barge Alexander Holley, a whaleback, in tow with the Bessemer, broke adrift. Captain Moody made nine attempts to pick her up—each time a failure—but the tenth time succeeded in securing the 12-inch manilla line, and as soon as the strain on it parted he rounded to and tried to put the line on her, but a heavy sea and a very dark night preventing, concluded to wait for daylight, and at 6:30 on the morning of the 25th succeeded in picking the Holley up and she was towed to the north shore into smooth water, thence arriving at the Sault Ste Marie canal the night of the 26th.

During one fall of his sailing career the Captain took the propeller H. J. Jewett (a

valuable steamer, having on board a rich cargo) from the Manitou to Old Mackinaw without a rudder. Another incident of note is that he left Milwaukee one night for the Rutter in a southwest gale, and should have reached Ludington in the morning, but the water being shoal ran for the Manitou islands, and was reported lost with all hands, mention of which was made in the daily *Inter Ocean* of Chicago at the time.

The Captain is an up-to-date steamboat man, and has not cost the company one dollar while in service with them for damages, and his previous record has been among the best. He has received licenses covering twenty-nine years. The Captain in every instance has proved himself a first-class navigator on his trips from Chicago to Ogdensburg, and Duluth to Ogdensburg, and there is not a port or harbor on the lakes that he is not familiar with. He is also an expert in the tug business, and is very fond of a nice looking tug.

Socially, he is genial and generous, and is well liked by all the lake men, with whom he has dealings, and will always relieve the needs of an unfortunate sailor. He is a Master Mason of Independent Lodge No. 80, of Milwaukee, and a member of the Ship Masters Association, carrying Pennant No. 1032.

In the fall of 1881 Captain Moody was wedded to Miss Rose S. Rouch, of Fond du Lac, Wis. Four children have been born to this union: Florence Sybil and Henry James, both pupils of the Milwaukee High Schools; and Hazel and Olive, who died young, the former being but eight years and five months at the time of her death, and the latter but twenty-two months old. The family homestead is at No. 574 Third avenue, Milwaukee, Wisconsin.

THE CHASE MACHINE COMPANY was organized in September, 1888, for the manufacture of the Chase automatic fog whistle machines, stationary and marine engines, steam pumps, dredging machinery and deck engines, and to do a general business as engineers, machinists and blacksmiths. Later specialties have been vacuum power hammers and drop hammers, automatic hot-

water heaters, marble-cutting machinery, and marine machinery of various descriptions. The Chase automatic towing engine, for handling a wire tow line, and automatically relieving it from the extraordinary strains of rough water towing, and the Chase steam steering engine, with hydraulic lock and speed governor, are among the latest and most novel of the Chase patents. This company also builds in considerable numbers a wide variety of hoisting engines for marine and other work, and a special type of three-cylinder mining hoist has been favorably received.

Officers of the company at its formation were G. C. Barnes, president; J. L. Chase, vice-president and general manager; J. H. Ball, secretary and treasurer, and Luther Allen and G. E. Chalfant, also directors. Other directors have been J. H. Pankhurst, Walter Miller, Robert S. Hay, Charles E. Newell, and J. D. Kirby.

Present officers are James L. Chase, president and general manager; Walter Williamson, vice-president, and Frederick Metcalf, secretary and treasurer. A biographical sketch of Mr. Chase follows. Mr. Williamson is a skilled machinist of wide experience as foreman and superintendent, and formerly of the firm of Williamson & McDermott Twist Drill Company. Mr. Metcalf is a graduate of the Massachusetts Institute of Technology in Mechanical Engineering, and has had eleven years' experience, mostly in charge of marine and hydraulic work.

JAMES L. CHASE, general manager of the Chase Machine Company, was born in 1850, at Russell, Cuyahoga Co., Ohio, and in 1853 came with the rest of his father's family to live in Cleveland, where he received his education in the public schools. At the age of fifteen he was apprenticed to the Cuyahoga Steam Furnace Company, J. F. Holloway being superintendent of the works at that time. They were established in 1835, and were situated on the river front, the location being the present site of the Cleveland Ship Building Company. Shortly after serving his time, he joined the Lady Franklin as second engineer, thus beginning his sailing experience in 1872.

From that time until 1880 Mr. Chase was second engineer on the following steamers during the seasons of navigation: City of Sandusky, Annie Smith, V. Swain, Cormorant, Selah Chamberlain and John M. Glidden, and working during the winter seasons in the machine shops of the city.

In 1880 he joined the Ohio as chief engineer with Capt. J. C. Estes, with whom he sailed as chief for a period of nine seasons. In 1887 Mr. Chase had patented an automatic fog whistle machine, which has become in general use on the lakes. In 1889 the Chase Machine Company was established on the site of their present works, as general machinists and manufacturers of the Chase Automatic Fog Whistle Machine, Mr. Chase's partners at the time being Messrs. Barnes and Ball.

In 1880 Mr. Chase was married to Miss Lizzie Pempin, of Cleveland, by whom he has two children: Herbert, now (1898) aged eighteen, at present a student at Mount Union College, Alliance, Ohio; and James, aged twelve years, who is now receiving his education at the public schools of Cleveland.

CAPTAIN JOHN L. BARTLETT, whose lake-faring life dates back to 1851, takes rank among the oldest masters in active service on shipboard. He is a descendant of good old New England stock, and is therefore still full of vitality and energy, and his long experience makes him a valuable man in his present employ, especially as a Georgian Bay pilot. He was born at Clayton, N. Y., April 21, 1830, a son of Joseph and Charlotte (Farr) Bartlett. The father was born in Bennington, Vt., in 1782, and died near Forestville, Mich., in 1856, while the mother was a native of Chesterfield, Chester Co., N. H., and died in the town of Fine, St. Lawrence Co., N. Y., in 1847. The paternal grandfather was John Bartlett, a son of Josiah Bartlett, who was one of the signers of the Declaration of Independence in 1776. The grandmother was Mrs. Olive (Collard) Bartlett, a daughter of Joseph Collard, who was a petty officer in the British navy, and took an honorable part in the colonial English and French wars.

Captain Bartlett acquired his education in the public schools of Clayton, N. Y., which he attended until he reached the age of fifteen years. He then went to Fine, St. Lawrence Co., N. Y., where he worked on a farm with his father until the death of his mother, at which time he was seventeen years old. It was in 1851 that he went to Clayton and shipped on the schooner Utica with Capt. James Borland, and after three months he joined the schooner G. S. Wickes as seaman. The next season he went before the mast on the schooner Patrick Henry with Capt. John Estes, and in 1853 on the schooner Montezuma. In the spring of 1854 he shipped on the schooner Marshfield, and closed the season on the bark Danube; began the season of 1885 on the Milwaukee Belle, and finished as master on the schooner Cambria. In 1856 he became mate of the brig S. C. Walbridge, going thence to Julia Smith as master in 1857, and remained on her till August of that year, when she was sold, then joined the schooner J. F. Tracy as mate, and during the season of 1858 accepted the same position on the schooner Wm. H. Craig.

The season of 1859 found him serving as mate on the bark Sonora, and in 1860 began the season as mate on the schooner Rebecca, closing on the schooner Comely as master, and in 1861 filled a like position on the schooner Petrel; 1862 came out as second mate on the schooner Nightingale, but after making one trip was appointed master; master of bark Fame in 1863; 1864-65 also in command of the schooner Walrus; 1866 became mate of the schooner John Hibbard, laying her up in the fall as master.

In the spring of 1867 Captain Bartlett took out master's papers, which were unlimited, and came out in command of the new steamer Henry Howard. In the spring of 1868 he was appointed master of the schooner Home, and sailed her three seasons; 1871 went as mate on the schooner Kate Richmond; 1872 was mate on the bark Wells Burt, and the following seasons filled a like position on the vessels named; 1873, Grace Murray; 1874, Narragansett; 1875, L. W. Perry; 1876, E. C. Roberts;

1877, steambarge H. C. Schnoor, and in September of that season became master of the schooner Sasco; 1878 acted as mate on the schooner Frank Perew, and in 1879 was in the same capacity on the schooner Carlingford. During 1880 went on the Melvina in the same position, and remained as such till July, 1881, when he became her master for the balance of the season. During the season of 1882 officiated as mate on the Ira Laffinier and the tug Peter Smith, remaining on the latter boat and in the same position till July, 1883, when he went as mate of the tug Kate Winslow; and in 1884-85 served in like capacity on the William Goodnow; 1886 joined the schooner M. F. Merrick as her mate, and finished the season on the tug Ella M. Smith. The season of 1887 found him mate of the Niagara, and that of 1888 master on the same vessel, going, in 1889, again as mate of the Peter Smith, after which he filled the same position on the Ella M. Smith for the remainder of the season of 1889, and again joined her in 1890. The next two seasons he was mate on the Peter Smith, and in 1893 was transferred to the fine tug Sweepstakes as master. This was followed by two seasons on the Lake tug Niagara as mate. In the spring of 1896 he was appointed master of the Peter Smith, and continued to sail her up to 1898, thus rounding out a period of forty-seven years without losing a season ashore. Captain Bartlett possesses the happy faculty of never getting into trouble with his boats, thereby winning the confidence and esteem of the owners.

Socially, he is a member of the Independent Order of Odd Fellows, and the Royal Arcanum.

On December 14, 1856, Captain Bartlett wedded Miss Amelia E., daughter of Harvey J. Brown, who was a son of Major Brown of Revolutionary fame, noted for his patriotic quarrel with Benedict Arnold, having accused the latter of attempting to sell the stronghold of West Point to Sir Guy Castleton, then in command of the British fleet. The children born to this union are: Delos; Harvey C.; Rosella, now the wife of Frank Colborn, of Cripple

Creek, Colo.; Estella M.; Schuyler; Omar D.; and Cora Bird, now the wife of William Armor, also of Cripple Creek. Mrs. Bartlett did on March 20, 1889, and on December 4, 1897, the Captain chose for his second wife Zuba Kendall, daughter of Solomon Gotham, of Clayton, N. Y. The family residence is in Clayton, New York.

LEWIS C. PURDY, a resident of Port Huron, secured his first marine engineer's license twenty-five years ago. He is a man of fine physique, good salient qualities, and of a distinct and unmistakable independence of character.

A son of L. W. and Eliza A. (Jay) Purdy, Mr. Purdy was born in Detroit, Mich., August 3, 1850. His father was a native of Plymouth, and his mother of Indiana. Young Purdy acquired his education in the Barstow Union schools. The first industry to which he turned his attention was that of boilermaking, in the shop of Robert McGregor, of Detroit. He next found employment with the Milwaukee & Grand Haven railroad, as fireman on the pony locomotive, where, in his three years' stay, he learned much as regards the structure of the engine. He then shipped as deckhand on the W. K. Muir, and it was on this boat that he came near losing his life when she exploded her boilers at Stag island near Port Huron, being one of the three members of the crew that escaped death. His next boat was the lake tug Frank Moffat, on which, for two seasons, he was fireman. After taking out engineer's papers he was appointed second engineer on the Moffat, and at the end of two years was advanced to the position of chief, and engineered her seven years. He was then appointed chief engineer on the lake tug Kate Williams, which position he held two seasons, followed by a season on the J. W. Bennett.

In the spring of 1891, Mr. Purdy became second engineer on the steamer Cuba, closing the season as chief engineer on the Nellie Torrent. The next spring he was appointed chief engineer on the steamer Thomas D. Stimson, running her four seasons, and laying her up at Port Huron at

the close of navigation in 1897. He is a member of the Marine Engineers Association, and of the Independent Order of Foresters.

In July, 1878, Mr. Purdy was wedded to Mrs. Margaret Kaiser, of Port Huron, who was well known in that city.

CAPTAIN PETER PETERSON, master and half owner of the large fore-and-aft schooner Winnie Wing, is one of the oldest and best known captains plying on the Great Lakes, having braved many of the worst storms since his career as captain, thus showing ability and skill in handling a vessel. He has prospered in his calling, which he followed from boyhood, and which was in a way inherited from his forefathers.

Captain Peterson was born in the small town of Fredericksa, Denmark, in the year 1839, being one of four sons born to Peter and Cairn Nelson. Peter Nelson was a fisherman, and followed that occupation in Denmark through life. His son, Peter, in early life, turned his attention to sailing, and at the age of fifteen went before the mast, sailing from Denmark on coast vessels plying the Baltic Sea, in which capacity he served for seven years. In the winter of 1861 he took passage at Hamburg, Germany, on the ship John Bertram, and set sail for New York. From there he went to Chicago, arriving there in March, and at once began his career as sailor on the lakes, sailing before the mast on the schooner O. Hayden for about one-half the season; he then shipped on the Metropolis for the balance of the year. During the season of 1862 he was on the schooner Three Bells, and in 1863 on the schooners Manitou, Walrus and Marcon. In 1864 he went to New York, where he took passage on the steamer Morning Star, going to Havana, New Orleans and back to New York. Later he returned to Chicago, and in 1865 sailed on the schooner Triumph, which was lost at the North pier during the early part of the season. He then shipped on the schooner Planet, and in the fall of that year made a visit to his old home in Denmark, crossing the ocean on the steamer Allemania. Returning in 1868 he sailed on the schooner

Sonora as mate, and in the same capacity for a part of the season of 1867. In 1868 he was mate of the schooner Beloiti; 1869 he sailed the Minnie Corlett as master, remaining with her until 1872, when he purchased an interest in the Winnie Wing, which he still sails. For more than a quarter of a century he has been in command of this vessel, a record that would be difficult to surpass. The Winnie Wing was formerly engaged in the grain trade, but is now mostly carrying lumber. He also owns a half interest in the schooner Apprentice Boy, in partnership with Capt. John Peil, purchasing it about 1889.

In 1868 Captain Peterson was married to Miss Anna Miller, and to them five girls (all of whom are dead) and two boys were born. Peter, the eldest son, is married and resides in Chicago, his occupation being that of a bookkeeper; Thomas J. is following in the footsteps of his father, and has for the past four years sailed as mate of the Winnie Wing.

In 1879 the Captain's wife died, after a protracted illness of several years, and two years later he married his second wife, Miss Bertha Rathke, a native of Germany. Two children blessed this union, but died while yet in their infancy.

In the winter of 1896-97 Captain and Mrs. Peterson visited their old homes in Denmark and Germany, respectively, and passed a couple of months among their old friends and acquaintances very pleasantly.

The Captain is in every sense of the word a self-made man, and has now for thirty-seven years sailed out of Chicago. He has the record of towing more spars across the lake than did any of his contemporaries. Besides his interests in vessel property, he owns a three-story brick store and residence on Clifton avenue and a three-story brick flat on Garfield avenue, Chicago.

ROBERT LEITCH, a marine engineer of considerable experience, was born August 3, 1837, in county Antrim, Ireland. He is the eldest of eight children born to David and Elizabeth Leitch, the others being: Thomas, at present a marine engineer on the steamer

Maine, resides in Buffalo; Eliza is married to William Herdman, who is in the employ of the Grand Trunk railway at Air Line Junction, Ont.; David is a farmer, and resides at Air Line, Ont.; Frank is a stationary engineer employed by Carl Bros., of Buffalo; Annie is married to Ruben Appleyard, and resides at Stone Bridge, Ont.; Ester was married to her cousin, William Leitch, and died in 1889; and John (unmarried) resides with his father near Welland, Ontario.

When seven years of age Robert Leitch came to America with his parents, who first settled in Dunnville, Ont. From that place they moved to Welland, Ont., and from there, at the age of nineteen years, he shipped on the tug *L. N. G.*, engaged in towing on the Welland canal and Chippewa creek. He then went in the steamer *Ocean*, running to Montreal; then (in 1874) went on the tug *Agnes McMann*, towing rafts from Collin's Bay to Lachine, near Montreal, after which he was on the tug *Sam Perry* and *H. Kneeland*, owned by Harvey Kneeland, of Port Dalhousie.

After one season (1880) as engineer of the tug *Jessie*, running on the Detroit river, he entered the Grummond's line, and remained about three seasons. He then returned to Welland and spent one year (1886) on a farm; but being more inclined to follow a sailor's life than that of a farmer, he soon went to Buffalo and shipped on the tug *Holloway* for the seasons of 1887-88-89, afterward, for 1890, on the tug *Samson*, engaged in towing lumber rafts from the upper ports to Tonawanda. There he accepted the position as chief engineer on the *Oscoda*, and remained two seasons. In 1893 he went on the *Viking*, owned by Gilchrist & Co., of Alpena, as chief engineer, and has since remained in that position.

On January 5, 1877, Mr. Leitch was married to Miss Sarah J. McDowel, daughter of John and Rebecca (Wilson) McDowel, natives of county Tyrone, Ireland. Mr. and Mrs. Leitch had four children: Anna Isabel, born September 26, 1877; Elizabeth Mabel, born July 27, 1879; Andrew Thomas, born February 6, 1881; and Harry Mortimer, born September 1, 1886. Mr. Leitch is a mem-

ber of the Marine Engineers' Beneficial Association No. 1, of Buffalo, N. Y.; also of the F. & A. M., DeMolay Lodge No. 498, of Buffalo, N. Y. He is a member of Park Presbyterian Church, of Buffalo.

HENRY BORN, as general manager and treasurer of the Born Steel Range & Manufacturing Co., conducts one of the largest and most modern equipped plants in the United States for the manufacture of steel ranges. Their lines of goods have been in the market longer than those produced by any other competing firm, and it is the aim of the company to maintain the high standard of excellence these ranges have won. At the World's Columbian International Exposition, held in Chicago, Ill., in 1893, medals were awarded the Born Steel Range Company for various specific merits and excellence of construction.

Their marine trade, in which they have been prominent for nineteen years, is not confined to ranges, however, as it is their custom to fit entire the steward's galley with whatever entered into that very necessary department in the outfit of a boat, be it steamer or sailing vessel. There are, perhaps, not many new vessels launched from shipyards about the lakes that do not enter in the outfit specifications a Born steel range and the other articles in that line furnished by this house. The manufacturing works of the company are located at Cleveland, Ohio, and the offices and salesrooms are at Nos. 122 to 126 Superior street, Cleveland. The ranges are not only in great favor on steamships and sailing vessels on the lakes, but are in general demand on both the Atlantic and Pacific ocean-going vessels, and but recently large orders have been shipped to Delano Brothers, San Francisco, and to firms in New York City, Philadelphia, Baltimore; Washington, New Orleans, and all United States seaports. The United States navy has also adopted the Born steel range for use on war vessels. Thousands of testimonials on file in the offices of the company show that this make of range is in almost universal demand in private dwellings, restaurants



MEDALS AWARDED TO THE BORN STEEL RANGE COMPANY, CLEVELAND, OHIO, BY THE
WORLD'S COLUMBIAN EXPOSITION, CHICAGO, 1893.

and hotels, and that they have found place in almost every public house in Cleveland, and in public houses throughout the United States, as new and improved facilities are required in the kitchen.

CAPTAIN ORLANDO J. PARKER, whose life as a mariner covers a period of fifty years, was a patriot of the war of the Rebellion, and served with honor in the infantry, artillery and navy. He is a son of Salmon and Eliza (Scofield) Parker, and was born in Onondaga county, N. Y., March 4, 1835, his ancestors being purely American for many generations. His father was a native of New York, and mother of Stamford, Conn. The family removed to Rochester where the father took command of an Erie packet, and later going to Granby, Oswego county, N. Y., where he died in 1848, leaving a widow and three sons: Joseph P., at one time mate of the schooner Chicago Board of Trade, and later sailing on Lake Ponchartrain; Lewis B., a citizen of Webster, Wayne county, N. Y., and a veteran of Company K, Fifth New York Cavalry; and Orlando J., the subject of this sketch. The mother died in Wayne county, Mich., in 1882.

When but fourteen years of age Orlando left home and secured a berth on a canal boat as bowsman, and went with her to New York City, where she was laid up, all hands being paid off. He then shipped as cook on the schooner Rio Grande, engaged in the coasting trade on the Atlantic ocean. After his first month's experience he ran away from the schooner and returned home, where he remained all summer, too ill to be about. In 1850 he accompanied his mother to Sumpter, Mich., thence to Monroe, Mich., where he was employed as a fisherman. While in this employ he met a salt-water sailor, who prevailed upon him to ship as a sailor again, and then went on board the old schooner Cambria and turned in, and after two months in this schooner he returned home. In 1852 he shipped on the brig Hampton, of the White Diamond Line, with Captain Davis, and after five months joined the brig Acadia. He passed the next season on the schooner Pierre-

pont, Captain Jenkins; brig Mariner, Capt. R. Hackett, and the schooner Andrew J. Rich. In the spring of 1854 he was appointed mate of the schooner Winslow, and after two trips transferred to the Jessie Woods. The next season he sailed as mate on the bark Ocean Wave, and before the mast on the schooner S. J. Hawley, with Capt. B. Hayes. In the spring of 1856 he came out as second mate on the brig William Lewis, and after five months shipped on the schooner H. E. Muzzie. His next berth was on the schooner Titan of the Red Bird line, with Captain Robinson, closing the season on the schooner Hampton. In 1858 he was appointed second mate of the schooner Comanche, and the following season served as second mate and mate of the schooner Grace Murray, filling this position until December, when he made a last trip for the season on the bark Danube. In the spring of 1860 he shipped before the mast on the new schooner Virginia, but closed the season on the S. J. Hawley; in 1861 was on the brig William Treat, the largest vessel sailing the lakes, closing the season on the schooner Jamaica, which reached Oswego December 13, with a cargo of wheat, the freight on which was 27 cents per bushel.

In the spring of 1862 Captain Parker came out as second mate on the brig William Lewis, but on August 10th he resigned, and on the 13th enlisted in the One Hundred and Forty-seventh New York Volunteer Infantry, and with his regiment participated in many hotly-contested battles, among them being that of Fredericksburg. He was then transferred to the First New York Light Artillery, and was in the battles of Chancellorsville, Burton Station, and the three days' fighting at Gettysburg, and as No. 4 of No. 1 gun, first section, had the honor of firing the first piece of field artillery that opened the great artillery duel on July 3. Early in 1864 Captain Parker was transferred to the United States navy, going on board the receiving ship North Carolina, where he remained three weeks, when he was consigned to the cruiser Merrimac, a former Rebel blockade runner. She was a side-wheel steamer, brigantine rigged, and

capable of making a speed of fourteen knots an hour. She carried four 24-pound guns, a 30-pound Parrot on the forecastle, and a 12-pound Dahlgren as a stern chaser, Mr. Parker being in charge of the last mentioned gun. She was stationed with the Gulf squadron at Key West, and cruised about the West Indies and Yucatan.

Captain Parker was promoted to the office of quartermaster, and when a Rebel schooner was captured he carried her to Key West as a prize master. On one occasion he was sent with a boat's crew to Tampa bay for a load of fat pine, where he contracted yellow fever, but recovered after six weeks and was sent to Havana. From here he cruised with Commander Budd to New York, the banks of Newfoundland, Rockland, Maine, and finally to Portsmouth navy yard, where he remained four months. In February, 1865, the Merrimac started on a winter cruise, and on the 14th she ran into a norther, when the tiller parted, she sprung a leak, which put the fires out, and she lay exposed to the furies of the storm. Soon, however, the mail steamer Morning Star came along and took off all hands, and the Merrimac went down to Davy Jones' locker. The Morning Star put in at Port Royal, where the blue jackets were put on board the receiving ship Maine and sent to New York. Captain Parker reported his time out, was honorably discharged and returned home.

In taking up his life on the lakes again in the fall of 1865, Captain Parker was appointed second mate on the schooner Comanche. At the close of navigation he went to Sumpter, Mich., and bought forty acres of land, upon which he built a house, and in the spring of 1866 shipped as second mate on the schooner A. H. Moss. The next year he took up his residence at Grand Rapids, and in 1868 shipped on the tug W. Mary for the season. During 1869-70 he was city marshal of Dowagiac, and in 1871-72 ran the engine in the steam sawmill of Fred Hedrich; and the next three years he acted as night policeman. In 1881 he again returned to Grand Haven and was employed in the freight house until 1883, when he applied for a license and was appointed mate of

the steamer Milwaukee; 1884, mate of the steamer Swallow, closing the season on the Hickox; 1885, mate of the steamer City of New York, with Capt. Neil Chatterton; 1886, second mate of the steamer Depere, with Captain Raleigh, remaining with him five months, when he met with an accident and was laid up the balance of the season. In the spring of 1887 he came out as second mate on the steamer Shrigley, closing on the Mary Groh as mate, and in 1888 acted as mate on the steamer William Edwards, closing the season on the Charles Street; during 1889 was made master of the tug Stewart Edward, remaining on her until September, when he took charge of the lightship on the White shoal. In the spring of 1890 Captain Parker came out as mate of the steamer C. H. Starke, but after three months he was made master and sailed her until the close of navigation. The next year he came out as mate on the Berrien, but was promoted to master, and the next season was made second mate of the passenger steamer City of Racine. He then entered the employ of the Goodrich Transportation Company, as first mate of the steamer Atlanta, and remained in the employ of that company five years. In the spring of 1898 he was appointed second mate of the steamer Minnesota of the Inter Ocean Transportation Company, and during the season of 1898 served as second mate on the steamer Kalamazoo, chartered by the Crosby Company. He has fifteen issues of master's license.

Socially, the Captain is a Master Mason of Grand Haven Lodge No. 139, and a member of the Grand Army of the Republic, Wetherwax Post No. 75, Department of Michigan.

On December 1, 1854, Capt. Orlando Parker was wedded to Miss Zilpha Farnham, of Oswego, Oswego Co., N. Y. The children born to this union are Mary E., now the wife of A. C. Merrill, who keeps a popular hotel at Sioux City, Iowa; Edward E., chief engineer of the yacht Sam Allerton, plying in Lake Geneva, and who espoused Miss Elizabeth M. Fair, of Chicago; Byron F., who died in 1875; and Nellie M., a graduate of Grand Haven high school, and

of the Teachers Institute, Iowa, from which she holds a second-grade certificate. The family homestead is on the corner of Third and Clinton streets, Grand Haven, Michigan.

CAPTAIN JAMES M. SAUNDERS is the son of Capt. John and Eliza B. (McQuoid) Saunders, and was born March 2, 1861, in Kingston, Ontario. He attended the public schools and worked on his father's farm until he reached the age of eighteen years.

One bright spring day in 1879 our subject went down to Kingston and shipped on the barge 'William McGregor as seaman. He enjoyed this berth to such an extent that he remained on the barge six years, the last year being advanced to the position of second mate. In August of the season of 1885 he shipped on the new barge Susan E. Peck as second mate, and the following season of 1886 was appointed mate of her. In 1887 he went as mate of the barge Harvey Brown, following this service during the season of 1888 as second mate on the steamer Forest City. In the spring of 1889 he entered the employ of the Northern Steamship Company as wheelsman on the steamer North Wind, under Captain Waite. The following season he transferred to the North Star as second mate, and in 1891 was advanced to the position of mate of the same boat, which berth he held up to the close of navigation in 1896, laying up with his steamer in Buffalo creek. For the season of 1897 he held the same position on the North Star, under Capt. William Thorn, of Detroit. In spring of 1898 he was appointed captain of the Northern King, of the same line.

In 1886 Captain Saunders was united in marriage, at Cape Vincent, to Miss Maud E. Howard, of Kingston, Ontario, and their children are Elma and Howard. The family residence is at No. 34 Laird avenue, Buffalo, N. Y. The Captain is one of the younger and most successful men of the line.

PARKER & MILLEN. The firm of Parker & Millen, the well-known marine insurance men, was organized in 1880, the members of the firm being Aaron A. Parker,

Capt. James W. Millen and Byron W. Baker. The firm does business for the following companies, all of whom insure hulls and cargoes: Western Assurance Co., of Toronto; Indemnity Mutual Marine Assn. Co., of London; Insurance Company of North America, of Philadelphia; St. Paul Fire & Marine Ins. Co., of St. Paul; British Foreign Marine Insurance Co., of Liverpool; Detroit Fire and Marine, of Detroit; Greenwich, of New York; Lloyds, of London, and World Marine, of London.

The line of risks carried each season by Parker & Millen is probably the largest carried by any single office on the lakes, their premiums now amounting to upwards of \$100,000 annually. Starting in the vessel in which the partners themselves were interested, the business has been gradually extended until it has reached its splendid proportions. Nearly all the insurance carried is of a stable character, being renewed each year by the owners.

About ten years ago the firm also engaged in the wrecking business, and are now managers of the Swain Wrecking Company, at the Straits, wrecker Favorite, also the Isaac Watt and Westcott Wrecking companies, in Detroit river vicinity. This latter control the wrecking tugs Saginaw, Wales, Balize and Onaping, together with the necessary outfit of pumps, jacks and other wrecking machinery.

The members of this firm are heavily interested in vessel property, including freight and passenger steamers, and between them they manage a dozen different lines. They also control the dock property, and on each side of Griswold street, where handsome brick buildings have been erected, that on the west side of the street now being used by the United States appraiser of that port.

They also have one of the largest fire insurance agencies in Detroit, representing the following companies: Scottish Union & National of Edinburgh; Northern of England; Niagara Fire of New York; Cooper of Ohio; Caledonian of Edinburgh; Fireman's Friend of California; Fire Association of Philadelphia; Lion of London, and Queen of America.

GEORGE WATSON JONES. The credit of establishing the first exclusively marine newspaper on the Great Lakes is accorded to the gentleman whose name introduces this article, it being the *Detroit Marine News*, which began publication in 1880, and he continued its editor for some time. He was born in Lorain, Ohio, in 1840, a son of George Washington Jones, a well-known and prominent shipbuilder.

During his childhood our subject was taken by his parents to Cleveland, and throughout life he has been greatly interested in lake marine. For a time he temporarily filled the place of marine editor on the *Detroit Free Press*, and this led to his establishing a distinctively marine paper. He was deeply interested in the commercial questions relating to the water ways connecting the east and the west, and was especially devoted to the opposition of the free ship bill, feeling that American ships should be built of American material by Americans. Ill health prevented Mr. Jones from continuing the publication of the *Marine News*, but the idea thus inaugurated was taken up by others, there now being a number of distinctively marine publications along the lakes.

FREDERICK A. HOBBS, of Benton Harbor, Mich., is the efficient president of the Benton Fuel Company, doing a large wholesale and retail coal and wood business. For several years he has been agent for the Michigan Salt Association, and for the Washburn-Crosby Flour, in which he has a large wholesale trade in connection with the fuel company. In 1890 he entered the employ of the Graham & Morton Transportation Co., in the humble office of clerk, and by his zealous efforts to further the interests of that line, that it might not only be equal to all other similar companies; but that it be superior, he won the confidences of his employers, and in 1893 became its secretary, continuing in that capacity for five years. Mr. Hobbs is a native of the Hoosier State, born November 26, 1859, at Terre Haute, Indiana.

Robinson Hobbs, the paternal grandfather, was of English descent, and Anthony

Creal, the maternal grandfather, was a native of the State of New York, the latter settling in Indiana in 1820. The parents of Frederick A. Hobbs were Thomas F. and Hulda (Creal) Hobbs, natives of Indiana and of Maine, respectively. Thomas F. Hobbs was a farmer and also a contractor and builder in his active life; he is now a resident of Benton Harbor.

The boyhood and early school days of Frederick A. Hobbs were passed at DeWitt, Iowa, and later he attended school at Davenport, in the same State. He clerked for several years in the post office at Dewitt. In 1885 he came to Benton Harbor, became interested in the *Palladium*, and was connected with the paper and office for upward of three years, when he retired from the editorial chair, selling his interest to his partner, Mr. Gibson. Subsequently he engaged in the coal business, to which from year to year he has made additions until, by careful oversight and close attention to details, he has built up a great business, both wholesaling and retailing coal, coke and wood. Mr. Hobbs is one of the enterprising and active young business men of the city, and has given his talents and energy to its promotion. During his connection with the *Palladium*, a daily paper was started, and it is yet being published. On its incorporation as a city young Hobbs became the first mayor of Benton Harbor. He is alive to the marine interests of the twin cities and the commerce of the lakes.

On May 4, 1884, Mr. Hobbs was married to Miss Nettie Stephenson, of Dewitt, Iowa, daughter of George Stephenson, and their children are: Laura and Edith. Our subject is one of the charter members of Benton Harbor B. & L. Association, and in politics he is a Republican. He is past chancellor of the Knights of Pythias.

WILLIAM H. HILL was born at Manchester, England, September 15, 1848. His parents, William and Eliza (Davis) Hill, emigrated to this country from Manchester, their native place, in 1852, going direct to Buffalo and settling there. The father obtained employment with the Buffalo Gas Light Co., and remained with them steadily

until his death, which occurred in 1896, during the last thirty years of his forty years' service holding the position of foreman.

William H. Hill attended Public Schools Nos. 2 and 10, at Buffalo, in his early years. At the age of fifteen he began the first practical work of his life, running a hoisting machine for Deforrest & Co., on the coal docks, at the foot of Genesee street, Buffalo, driving a horse—the motive power of those days. After a year in this employment he obtained a position at the Lackawanna Coal docks, where he also remained a year. He now entered David Bell's machine shop to learn the machinist's trade, and the first work he did there was heating rivets on the Merchant, which was the first iron boat built. He served his apprenticeship, and then, in 1865 or '66, commenced steamboating, his first berth being on the tug Swift, of which he was engineer the latter part of the season. Subsequently he was engineer of the tugs Nellie Cotton and Sarah E. Bryant for a period of two seasons, and then went back to Bell's machine shop during the winter. The following year he was engineer on the barge Yosemite for the early part of the season, and in the tug Dayton the balance.

Tiring of boating, Mr. Hill, in 1870, engaged with Pratt & Co., where he remained three years in charge of their bolt department, and in 1874 left them to enter the service of the Buffalo Fire Department as engineer at headquarters. He held that position until 1876, when the department was organized as a paid one, and commissioners appointed, and they immediately made him master mechanic, with rank of assistant chief. Finally, after eight years in the service, he resigned to go on the road for the Lafrance Fire Engine Co., of Elmira, N. Y., at the expiration of a year removing to Erie, Penn., to accept the position of superintendent of the Erie Gas Co., which position he holds at the present time. Mr. Hill has been a stockholder in the Gas company for the past ten years. In 1889, in partnership with Captain Johnson and James Ash, of Buffalo, Capt. Thomas Boyd, of Erie, Penn., he organized the Erie tug line, for which they are now building another

large tug which will be steel throughout. Mr. Hill has served as fire commissioner two terms of three years each. He is prominent in social circles, being a member of the Buffalo Chapter and Parish Lodge, F. & A. M., of Buffalo Harmony Lodge, A. O. U. W., Buffalo; Erie No 67, Protective Order of Elks, and vice-president of the Merchants Club of Erie.

On December 12, 1869, Mr. Hill was married to Miss Matilda Beyers, sister of Capt. James Beyers, and by her has four children, viz.: Robert D., married, who is engineer on the tug Erie; William J., assistant superintendent of the Erie Gas Co.; Ella M., who is married to Albert Boutell, of Erie; and Fred G., who is employed in the office of the Erie Gas Co. The family residence is at No. 313 West Fifth street, Erie, Pennsylvania.

CAPTAIN ALBERT CARRIER MAJO, who by industry and enterprise has established a reliable system of ferry service between Duluth and West Superior, which he operates on schedule time, has been a lake mariner since 1863, rising from boy to master and owner of vessels, and it may truly be said of him that he is by nature a sailor, taking a pleasure and interest in his profession. He is a son of William and Mary (Butler) Majo, both of good old Huguenot stock. The father was born in Assumption, Ontario, in 1818, and when six years old removed with his parents to Cape Vincent. After attending school the requisite number of years, he began sailing the lower lakes and soon became a skillful pilot, and sailed on various vessels until 1848, and in 1858 he retired to his homestead on one of the Thousand Islands in the St. Lawrence river, situated in Jefferson county, N. Y., where he now lives with his good wife at the age of seventy-eight years. The mother is a native of Kingston, Ontario.

Capt. Albert C. Majo was born in Chicago, Ill., June 4, 1847, and attended public school at Cape Vincent, N. Y., and Joliet, Ill., receiving a liberal education. In May, 1863, he realized his desire to become a sailor by shipping in the schooner Flying Cloud as boy with Capt. James T.

Borland; he joined her again the next spring, closing the season, however, in the schooner Fleetwing. During the three following seasons he sailed on the Perry Hannah, Advance, Frank Crawford, Orkney Lass, Imogene and T. S. Skinner. In 1868 the Captain went to Wyoming, on the line of the Union Pacific railroad, where he engaged in getting out timber, ties, etc., to be used in the construction of the road. In the spring of 1870 he returned to Muskegon, Mich., and entered the employ of the Muskegon Boom Company, remaining with them about eight years, the first two as wheelsman in the tug Third Michigan, and transferring to the tug Miranda as master, thence to the Sport, the Ezra Stevens, and the new tug Ira O. Smith, all of which he has sailed with good results. In the spring of 1879 the Captain chartered the tug Maud Eccles, and put her in the excursion business at Muskegon, using her at times to tow logs, and was very successful.

In the spring of 1880 Captain Majo purchased an interest in the tug Newell Avery, and engaged in harbor towing at Muskegon; in 1883 he became a member of the lumber firm of Gow, Majo & Henderson, and succeeded in doing an extensive business with good success financially for some years. He then sold a three-eighths interest to Messrs. Gow & Campbell. In the meantime he purchased an interest in the tug Colonel Ferry, and sailed her two seasons; and an interest with C. W. Brown, in the George P. Savidge, which he sailed one season in the excursion business out of Muskegon. The Captain then sold her, and in the spring of 1888 purchased an interest in the tug A. C. Van Raalte, and after sailing her two seasons he sold her to the Garden City Sand Co., and bought his partner's interest in the tug George P. Savidge, took her to Duluth, and after running her at that port one season traded her for Minnesota real estate. He again purchased the Savidge, and sailed her until she was destroyed by fire in the fall of 1891. The next spring he went to Muskegon and bought the tug Comet, which he took to Duluth, but he went as master of the tug Estelle that season, assuming command of the Comet the next

spring. In 1894 he sailed the steamer Lindrup as street-car transfer across the St. Louis river. In the spring of 1895 he purchased the tugs Hattie Lloyd and Belle.

During the winter of 1893-94 the Captain invented an ingenious means of crossing the St. Louis river by placing a boat on runners and attaching an electric cable and endless chain to each side of the river. In case the ice should break in the center of the river the craft would float until it reached the farther edge, when it would again have recourse to its runners. This novel boat attracted much comment, and answered the purpose to a charm. This ferry scow or amphibian was twenty-six feet long and ten feet wide and thirty-six inches deep; six tiers of gunwales 4 x 6 inches, and a pine cabin covering the whole width, but leaving three feet at each end for deck. The two runners were shod with steel. The distance to be crossed was 1,300 feet, over which passed a cable attached to a twenty-horse power motor, geared to two three-foot drums. On March 15, the ice gave away 100 feet from the Superior shore, but the amphibian did all that was expected of her, sliding down into the water, floating about 150 feet and again mounting the ice near the other shore within 200 feet of the Duluth landing. Passengers soon became accustomed to this novelty, and felt no uneasiness in making the passage.

Socially, the Captain is a charter member of the American Association of Masters and Pilots of Steam Vessels, a Master Mason, of Palestine Lodge, of Duluth, and a Knight of the Maccabees.

On December 8, 1875, Captain Majo wedded Miss Mary E., daughter of Joseph H. and Clarissa (Sunderlin) Parsons, of Madison county, N. Y., and the children born to this union were: William Parsons; Nina L. (who died young); Joseph H., and Helen Mary. The family residence is at No. 504 Fifth avenue, Duluth, Minnesota.

CAPTAIN MURDICK McLEAN, a well-known master sailing out of Duluth, Minn., and a born sailor, is a son of Captain John and Mary (Rowan) McLean, natives of Inver-

ness, Scotland, who came to America in the early 'forties, first locating near St. Thomas, Ontario, Canada, and later removing to Kincardine, Ontario, where the birth of our subject occurred December 4, 1855.

The father was in the schooner Robert Willis when she disappeared from off the face of the waters, supposed to have been captured and sunk by the Mormons in 1856. Her crew all told consisted of eight men, all fine specimens of manhood, six feet and over in height. The Willis left Chicago for Buffalo with a load of flour and provisions late in the fall, expecting to get through the rivers before they froze up. The last seen of the vessel was at the lower end of Lake Michigan when laboring in a snow squall, being seen by J. P. Merrill, of Milwaukee, who was at the Skillagalee lighthouse on Thanksgiving day. Straight out from the island he saw the Willis through a rift in the snow. It would appear that the same rift enabled the crew of the brig to sight the island, as they put about, but the next minute she was shut in again by the storm. That was the last seen or heard of her. Some probability was given to the story that she was lured to Beaver island, and the crew murdered by the Mormons under King Stang, by the finding, some years afterward, of a grave containing eight corpses, and many believed that this was a solution of the puzzling disappearance. Captain McLean's kinsmen on the maternal side were also lake masters, one of his uncles, Duncan Rowan, having sailed the Emily, held to be the first schooner plying regularly on the east shore of Lake Huron. The mother was also quite handy, and qualified to take her place at the wheel even in heavy weather.

Capt. Murdick McLean, whose school days were passed at Kincardine, shipped as porter in the steamer William Seymour with his uncle, Capt. Duncan Rowan, in 1869, and after two seasons was advanced to the position of wheelsman in the steamer Adelaide Horton until September, when he took the wheel in the tug Welcome. In the spring of 1872 he shipped before the mast in the schooner Fannie Campbell, a Canadian vessel, which went ashore near Kin-

cardine, and was released and drawn into that harbor by teams, hitched tandem fashion. Then followed the bark Butcher Boy; the steamer Benton, of which he was wheelsman; the steamer Burcher; closing the season in the Asia at the wheel; the side-wheel steamer Manitoba, plying between Sarnia and Duluth; and the steamer Ontario, in which he shipped as wheelsman and was promoted to second mate. In the spring of 1878 he shipped with Capt. Alexander McDougall, as wheelsman in the steamer City of Duluth, closing the season in the Canadian boat Northern Queen; and after a season in another Canadian boat as second mate, he joined the Anchor line steamer Conestoga, as lookout, transferring to the new steamer Boston, of the Western line, and remained with her until July, 1881, when he took out license and was appointed second mate of the steamer Samuel F. Hodge.

The following spring he came out as wheelsman in the steamer Peerless, closing the season as second mate. During the season of 1883 he was mate of the tug T. H. Kent, followed by a season as mate of the steamyacht A. Booth; 1885, master of the Kemp, closing in the steamer Australasia, the largest boat on the lakes; 1886, master of the passenger steamer Isle Royal, plying between Duluth and Port Arthur; 1887-88, on the St. Paul & Duluth railroad dock; 1889, stevedore on the Great Northern dock, and patrolman during the winter in Duluth; 1891, master of the ferry steamer Mayflower, between Duluth and Superior; 1892, mate on the steamer N. K. Fairbanks; 1893, mate on the steam monitor James B. Colgate; 1894-95, mate of the river tug Howard; 1896, wheelsman on the Samuel Mather, mate of the Nahant; 1897, second mate on the steamer Victory and second mate of the Horace A. Tuttle; 1898, master of the passenger steamer Bon Voyage. Socially he is a master Mason and a member of the Independent Order of Foresters.

On December 23, 1884, Captain McLean married Miss Louisa Strieff, of Superior, and the children born to them are: John Duncan (who died at the age of five

years), James Rowan and Stanley. The family residence is at No. 122 East Second street, Duluth, Minnesota.

CAPT. FRANK HENRICH, navigator, scholar and gentleman, is one of those men who have compassed the lakes and understand their business. Having attained the position of hydrographic officer, it is unnecessary to say that he must be considered by all readers and makers of charts as a man of prestige in the way of navigation. To attain such a position it is necessary to pass a most rigid examination by the United States authorities. Captain Henrich is the son of William Frank and Henrietta (Schrader) Henrich, and was born in Königsburg, Prussia, October 2, 1852. His parents were both natives of Prussia, his father being a game keeper under the laws of forestry, but was actually a lieutenant in the Prussian army; he had served during many of the Prussian wars, and had finally been promoted to the office of recruiting agent, and was in charge of the home garrison, an office he had held for many years preceding his death, which occurred in November, 1892, at which time he was a pensioner of the Prussian Government. The wife and mother had passed away October 4, 1852.

In his school days Captain Henrich was ambitious to excel, and passed all examinations in the high schools when seventeen years old. Being, as the Prussians have it, a cadet of the family, it was a mooted question whether he would go into the army, the navy, or the clergy, but young Henrich promptly decided for himself, and in 1869 went down to the sea. He shipped in the full-rigged ship *Elizabeth*, as cabin boy, remaining until 1873, during which period he had the pleasure of sailing six oceans and connecting seas, in the meantime passing examination and filling all berths from cabin boy to mate. On October 1, 1873, Captain Henrich joined the German navy, reserving a year, granted as a privilege for his superior education and having attained to the position of mate and navigator, and it was his pleasure to serve in that office on the *Barbarosa*. He then joined the artillery ship *Renown*, and after serving on the torpedo

boat *Turbine* was honorably discharged September 30, 1874, having passed through all the minor offices of the German navy. He then shipped, for one voyage, as mate in the *Regulator*, at that time in the Brazilian trade, remaining six months, and this was followed by a trip in the ship *Gazelle*, trading to Wilmington, Del. Not being satisfied with this experience, Captain Henrich took mate's berth on the full-rigged ship *Ovarense*, which had been sold to the British Government; she was afterward sold to Fisher & Randall, of Manchester, and diverted into coast trade. After the sale of this vessel Captain Henrich went aboard the British man-of-war *Boxer*, passed the necessary examination and took charge of the bark *Amelia* as master, transferring to the *Sierre Leone*, and sailed her six months in the African trade. In the spring of 1876 Captain Henrich was appointed master of the steamer *Zu-Zu*, and the next season he returned to Prussia, where he remained, joining home comforts.

In 1878 he shipped as mate out of Hamburg on the Scotch bark *Rowena*, bound for Quebec. It was at this time that Captain Henrich heard of the American Lakes. He then quit his boat, went to Buffalo and shipped before the mast on the schooner *Ida Keith*, and the next season he became mate of the schooner *Samana*; in 1880, second mate of the schooner *A. J. Rogers*, with Captain Reimers, remaining on her off and on until he was appointed mate of the schooner *Houghton* in 1886. His seamanship had, by this time, attracted the attention of the owners of all classes of vessels, and in 1887 he was appointed master of the schooner *John S. Richards*, which was sold under him. The next year he became mate of the schooner *Moonlight*, and in the spring of 1889 was appointed master of the schooner *A. J. Rogers*. It is well to observe here that the Captain had passed the three previous winters as mate of the American bark *Josie D. Bueno*, trading to the West Indies. In 1890 he joined the American ship *Challenger* as mate on a voyage from New York to Madagascar island—the 'tween decks containing a cargo of loose powder, which, in a storm which over-



Frank Hennrich

took the ship, got loose and shifted so that they were obliged to stay it by throwing down large pieces of wood and coal. Returning to the lakes in 1891, he became master of the schooner John Schuette, followed by a season as commander of the C. C. Barnes, which he sailed two seasons. In 1894 he was appointed by secretary J. G. Carlisle as master of the lightship station at Poe's reef, holding that office two seasons.

In 1896 Captain Henrich went up for examination as nautical expert for the position of hydrographic officer, and stood with a credit of 69½ per cent. and that summer he sailed the steamer Waverly. Having acquired some funds during his busy life, he purchased Williams island, situated in Lake Superior, west of Grand island and in Alger county, Michigan, and consists of thirty-seven acres, upon which he has built a homestead. The next year he acted as pilot out of Munising, Mich., and that fall received notice from the Secretary of the Navy to come up again for examination as nautical expert, and on November 27 he passed standing at the rating of 98 per cent., the requisite being 70, and was appointed to the office at Duluth on April 13, a position he now holds, giving eminent satisfaction to the government by his intelligent suggestions and chart work. He is a close observer, and takes cognizance of every matter of interest. While in the Prussian navy he was the first to invent an instrument to measure the velocity of the wind, which is now in universal use.

He is a member of the Independent Order of Odd Fellows, and of the Ship Masters Association, carrying Pennant No. 1033.

On July 3, 1889, Capt. Frank Henrich was wedded to Miss Eunice, daughter of Orvil and Martha Simonson. Mr. Simonson was a patriot of the Civil war, serving as a sergeant in a Michigan regiment, and was killed in one of the last battles by a minie ball.

CAPTAIN WILLIAM F. MCGREGOR, of Milwaukee, has inherited, at least to a partial degree, the taste and skill he has shown as a mariner of the Great Lakes. His father, Capt. Alexander McGregor, of

Goderich, Ontario, is a well-known vessel-man who has sailed successfully through life the unsalted seas, and his grandfather, Alexander McGregor, was an early Indian trader along the St. Lawrence and Georgian Bay. The family is descended from the famous Rob Roy of Scotland.

William F. McGregor was born in Goderich, Ont., April 18, 1848. In his native city he received a good common-school education which he has since supplemented by a wide and extensive reading. Captain McGregor is especially interested in whatever pertains to marine affairs, and is well informed upon all phases of lake sailing. It was at the age of sixteen years that he left school and went before the mast with his father. He followed sailing vessels until 1867, when he went on the side-wheel steamer Keweenaw, plying between Cleveland and Superior, and the year following, at the age of twenty years, became second mate on that steamer. In 1867 he became a citizen of the United States at Detroit. In July, 1868, he was appointed second mate of the side-wheel steamer Clinton.

In the fall of 1868, at the close of the season, Captain McGregor diversified his experience by engaging in railroading on the Union Pacific, then attracting considerable attention in the opening up of a through route to the Pacific. But he was drawn back to the lakes the following summer, when he shipped as second mate of the steamer Alpena; from her he went to the propeller Boscobel, where he remained until she was burned on St. Clair river. Captain McGregor tried tugging for a short time on the Champion on the Detroit and St. Clair rivers. He then went to Montreal and conveyed to Mill Point the wrecked schooner Babeneau and Goudery, the property of his father. He superintended her rebuilding, and when the vessel was sold he went on the steamer Tonawanda, at Buffalo, as watchman. He was with the Tonawanda until she foundered off Point Abino, Lake Erie, when he finished the season as mate of the schooner Tecumseh.

In the following spring Captain McGregor

went as second mate of the steamer *Chicora*, running between Collingwood and Duluth, finishing the season as mate. Then for two seasons he was mate of the steamer *Benton*, on the Cleveland and Saginaw route. For two months of the next year, 1874, he was mate of the steamer *J. Cook*, running between Detroit and Sandusky; then he was appointed master of the propeller *Michigan*. Captain McGregor was only twenty-six years of age when he thus took command of the vessel. He was reappointed in 1875, but the season being dull she did not fit out, and on July 3, 1875, Captain McGregor was appointed mate of the steamer *St. Paul*, finishing the season in her. He sailed during the season of 1876 as master of the steamer *Benton*. In the spring of 1877 he came to Lake Michigan as mate of the steamer *Sheboygan*, and served in that capacity for two and a half years. He was then appointed master of the steamer *Truesdell*, and in the spring of 1880 became master of the steamer *Menominee*, of the Goodrich line. Remaining two years, he next took command of the steamer *Wisconsin*, running between Grand Haven and Milwaukee. In May, 1888, he changed from the *Wisconsin* to the steamer *M. H. Boyce* as master and part owner, and has been in command of the steamer ever since. The vessel interests of Captain McGregor are not confined to the *Boyce*, as he is part owner of the *Mary McGregor* also. He is a safe and companionable navigator of the Great Lakes, and his career has been in every respect most successful. He is a prominent member of the Shipmasters Association of Milwaukee, and is also a member of the Royal Arcanum and of the United Workmen.

In January, 1872, he was married to Miss Mary Nolan, of Goderich, and has five children: Flora, Ethel, Genevieve, Frederick and Clifton.

WILLIAM HARVEY NEWCOMB, formerly secretary of the Associated Boat Owners, was born in Lewiston, Niagara Co., N. Y., September 22, 1840, a son of John and Sarah (Record) Newcomb, the latter being a daughter of Jedediah Wilbur Record and

wife. In the fall of 1840 John and Sarah Newcomb moved to Oneida county, N. Y., where the father followed farming and civil engineering, as he had done previously for some years. Somewhere between 1840 and 1845 he went to Kansas with his two eldest sons, and others, and in Osage county, that State, followed surveying lands for the government, and remained there thus occupied about nine years, at the end of which period he died, in 1851. He and his sons had, at one time, about five thousand acres of land in that county. His two eldest sons were Artemus and Alexander. After his death they went to Nebraska, and with the permission of the United States built a bridge across the Platte or Nebraska river, and charged toll to all parties going to Black Hills or coming from the West over the bridge. They are also now dead. The other children are John and Sarah and Althea, and William H., the subject of this sketch. Mrs. John Newcomb, the mother, died in 1883. She had moved in about 1845 to Palmyra, N. Y., and lived there with her two youngest children until 1850, when she moved to the town of Farmington, Wayne county. William Harvey Newcomb moved to Hartland, a short distance north of Lockport, New York.

William H. Newcomb attended the district or common school in Palmyra and Hartland, and then himself returned to Palmyra, where he entered a butcher shop, in which he spent four years. Then going on the canal as driver, he worked in that capacity one season, after which for two seasons he was helmsman on the canal. He then ran a canal boat for the Western Transportation Company three or four years, and in 1863 went to the town of Elma, N. Y., where he bought a farm of 100 acres, also embarked in the lumber business, at the same time carrying on his farm. He bought timber, cut it up into lumber and wood, and shipped all to Buffalo market.

In 1872 Mr. Newcomb removed to Buffalo where he opened a ship chandlery and a grocery store at Black Rock, and continued business there until 1880, when he built his present store at the foot of

Henry street, Buffalo, where he carries on the same business he formerly did at Black Rock, in the meantime being and still is quite extensively interested in the boats on the Erie canal.

In September, 1895, Mr. Newcomb, Captain Gillson, L. P. Smith and Mr. O'Rourke organized the Boat Owners Association, having an office in Spalding's Exchange Building, at the corner of Main street and the Terrace, Mr. Newcomb being made secretary of the association, which office he held until the dissolution January 1, 1898. Politically he is usually a Democrat, but is in no way bound by party ties, being capable of sustaining what to him for the time being appears to be the best politics and the best men. He and his family attend the Methodist Church.

Mr. Newcomb was married June 13, 1861, to Miss Hannah McHenery, daughter of Dennis and Sarah (Smith) McHenery, and they have the following children: Edward, who married Miss Mary E. Grogan, of Buffalo; William H., who married Miss Jennie Redner, of Buffalo; Emory W., who married Miss Carrie Roth, daughter of Nicholas Roth, and has one child named La Vergne; and Emma M., who resides at her father's home. Mr. Newcomb lives at No. 428 Seneca street, Buffalo, New York. He has been one of the successful men in life, having started entirely empty handed, and is in every respect a self-made man. From a long experience in the needs and necessities of the canal, he was largely consulted by Mr. Aldrich and his assistants, in the repairs and improvements made on the canal from time to time. Mr. Newcomb is one of the largest canal boat owners on the canal.

CAPTAIN CHARLES E. NASH, an experienced tug man of Buffalo harbor, was born at Dunkirk, N. Y., November 9, 1851, a son of Thomas and Julia (Wyzoan) Nash, both now deceased. The father was a Vermonter and a sailor on the Great Lakes for many years before his decease; was also at one time in the United States navy. In the early days he was engaged in fishing at Ontonagon, Lake Superior, and was the first

man to introduce gill-net fishing on Lake Erie, which he carried on at Dunkirk, N. Y. He lost his life on the Isthmus of Panama in a railroad accident caused by the natives tearing up the rails, thus throwing the train off the track into a ditch. There were six children in his family, only two now living, however, besides the subject of this sketch: Louise, wife of Emil Barke-noitz, a candy manufacturer, and Henry M. Nash, who is by trade a marine engineer, located at Brooklyn, running a stationary engine.

The subject of this sketch came to Buffalo with his parents when about four years old, and there attended Public School No. 8. He began active life as ferry boy on Buffalo creek, at which occupation he remained one year. In 1865 he went upon his first tug, the old Bull, on which he remained two seasons as deckhand, and he was subsequently cook, fireman and engineer of various harbor tugs at Buffalo, his first experience in the latter capacity being upon the tug R. R. Hefford during the season of 1877. That tug was blown up a year later while coming out of Commercial slip, and the only man saved was George Van Avery, the fireman, who is still living and on the lakes at the present time. Captain Nash was in the immediate vicinity when the explosion took place, and rendered the necessary assistance in helping to care for Van Avery. In 1885 Captain Nash first became master of a tug, and for that season was on the T. M. Moore. During the succeeding two seasons he was master, respectively, of the James Adams and John Kilderhouse, and for the seasons of 1888-89 of the E. C. Maytham. For the next season and a half he was master of the C. L. Chamberlain, and for the last half of 1891 of the Hi Smith. He was then master of the Medina until the middle of the season of 1892, which he finished in the Maytham. During the next two seasons he was on the S. W. Gee, for that of 1895 in the Acme, and for the seasons of 1896, 1897 and 1898 he was also master of the Gee. Captain Nash is a member of Local Harbor No. 41, of the American Association of Masters and Pilots.

On September 14, 1886, at Buffalo, Captain Nash was married to Miss Agnes Logan, by whom he has two children, Grace and Charles, Jr. The family reside at No. 1012 West avenue, Buffalo, New York.

CAPTAIN ROBERT JONES, who comes of a family of sailors, is a son of Richard and Elizabeth (McKay) Jones, the former of whom (now deceased) was a salt-water sailor in his younger days, and later, until he arrived at the age of fifty, was an officer in the employ of the English Government. He had a family of eleven children, those now living being Robert; Mary A., wife of Capt. William Dickson, a well-known resident of Buffalo, and a lake navigator; Margaret, wife of George Boland, a machinist of Buffalo; Ellen, wife of Edward Hurtley, a farmer of near Geneva, Ohio; Sarah, wife of Philip Kelley, a clerk for the New York Central Railroad Company; Stephen, a lake captain; and Emily, wife of Walter Milson, a stock man at East Buffalo. Captain Valentine Jones, one of the oldest captains on the lakes and a resident of Buffalo, is a brother of Richard Jones.

The subject of this sketch was born in England October 7, 1849, attended school in his native land, and at the age of twelve years began sailing on salt water. After three years in that service he landed at Quebec in 1862, and from there went to Buffalo, where he shipped as porter on the propeller Saginaw for two seasons. For the succeeding season, 1865, he was watchman on the Dunkirk with Capt. William Dickson, and also served on her for part of 1866, the remainder of which he was wheelsman of the Kentucky. Next he was wheelsman of the Mayflower, Plymouth and Orontes, respectively, and then second mate on the propeller Winslow and mate on the propeller Sun with his uncle Capt. Robert Jones. He now became mate with Captains Perkins, Wright, Penny and Jones, respectively, in the Empire State, of the New York Central line, for five seasons in succession. Then he went as mate of the Idaho with Captain Pinney for a season, succeeding that as master of the Oneida, on which he continued for three seasons. For

a time he was commodore of the New York Central line, and was in their employ altogether a period of twenty years. He was subsequently master of the Vanderbilt, Syracuse, Chicago, Idaho, Buffalo and Hudson, and also superintended the construction of several of the company's steamers at Detroit.

At one time Captain Jones owned an interest with Capt. James Davidson, of Bay City, in the steamer Panther, a freight boat, which he sailed, and which was later sold to Hubbard & Sullivan, of Toledo, Ohio, after which he sailed the City of London for the latter part of that season. He then became master of the steamer Niko, in which boat he owned an interest, resigning her after a period of four seasons as her master. During the season of 1896 he was master of the whaleback E. B. Bartlett (owned by the American Steel Barge Company, but under the management of Pickands, Mather & Co., of Cleveland, Ohio), except for the time that it took him to take the whaleback Joseph S. Colby from Ogdensburg to Cleveland and from there to Duluth. During all his career on the lakes Captain Jones never lost a dollar of insurance, and never had occasion to enter a protest, which can be said of very few lake captains. He was appointed assistant inspector of hulls in April, 1898, the appointment coming direct from Washington. He is a member of the Shipmasters Association, and in fraternal affiliation is a Free Mason, being a member of DeMolay Lodge, No. 498. Captain Jones has been one of the most successful of lake men, and is one of the self-made men.

The Captain was married at Buffalo, in 1877, to Miss Selina E. Latimer, by whom he has two children: William R., a clerk for George E. Latimer, a contractor, and Arthur V., at school. The family residence is at No. 99 Northampton street, Buffalo, New York.

CAPTAIN ANGUS J. McDONALD, master of the steamer Hudson for the seasons of 1896-97-98, is of Scotch extraction, and a native of St. Catharines, Ont. His father, Donald McDonald, was a master of lake vessels. He died about 1884 at St. Catharines, where

the principal part of his life was spent. Hannah (Doyle), his mother, who was American-born, resides in Buffalo at the present time. They had five children, of whom William was mate of the *Grand Traverse* during the season of 1896, Isaac of the *Commodore*, and Frederick of the *Milwaukee*. The daughter, Mary, resides in Buffalo.

The subject of this sketch was born August 18, 1857, and after passing through the public schools of St. Catharines, he by means of a scholarship entered the grammar school, where he spent about one year. In 1870, when he was but thirteen years of age, he commenced life as a horse-boy on the schooner *Fanny Campbell*, which plied between Kingston and Toledo in the timber trade. After a couple of seasons on the *Campbell* he shipped from St. Catharines as porter on the steamer *Prussia* for the seasons of 1873 and '74. He was lookout on the *Colorado* for season of 1875, shipping from Buffalo, for the following seasons until October, 1877, at which time he rose to the position of second mate. In 1878 he was second mate of the *Commodore*, in 1879 of the *China*, of the Anchor line, and of the *Commodore*, and wheelsman of the Egyptian. In 1880 he was mate of the *Oneida* for four months, and in August was second mate a couple of trips on the *Boston*, continuing on the *Arabia* for the rest of that season as mate. Captain McDonald has been in this company's employ twenty-one years, and is one of the most successful of the younger men.

From the spring of 1881 until June, 1885, Captain McDonald was mate of the *Boston*, and for the rest of the last named season was master of the *Vanderbilt*, this being his first boat as master. In 1886 he was mate of the *Chicago* until September, when he was promoted to the master's berth, filling same until September 1 of the season of 1887. On that day he was given the command of the ill-fated *Albany*, on which he remained until the 7th of November, 1893, when she was lost in the collision with the *Philadelphia* at two o'clock in the morning off Point aux Barques, Lake Huron. The *Albany* was struck on her port

side about midships, but did not sink immediately, because her cargo of grain prevented the water from rushing into the hole in her side. The *Philadelphia* was badly stove in at her bow, but remaining afloat because of her water-tight compartments took the *Albany* in tow and attempted to reach shallow water, although the distance to shore was about nine miles. The *Albany* sank on the way about an hour after the collision, in about 210 feet of water, and the *Philadelphia* went down shortly thereafter in 120 feet. The crews of both vessels took to the two small boats of the *Philadelphia*, only one of which reached shore in safety, it being supposed from the condition of the lost small boat and the injured condition of some of the bodies afterward recovered that it had been struck by the wheel of the *Philadelphia* just after the men got into it. The *Albany's* crew lost eight men: Thomas Pierce, second mate; S. B. Muirhead, chief engineer; James Malloy, oiler; Samuel McMurty, second cook; a watchman, porter and two deck hands, names unknown. The *Philadelphia* lost seventeen men in all, among them being the mate, whose name was Hunt, and chief engineer Leggett. The master, Albert Huff, was among those saved. The *Albany* had a cargo of grain and package freight, and was east bound; the *Philadelphia* had 900 tons of coal aboard, besides some miscellaneous merchandise. Both vessels were a total loss, and no attempts were made to recover either of them. Captain McDonald was master of the steamer *Hudson* for the full season of 1894-95 and 1896.

Captain McDonald was married at Buffalo in 1879 to Miss Annie Higgins, by which union they have four children: George D. (at this writing fourteen years of age), Edith (twelve), Charles (nine) and Anne (six). The family reside at No. 264 Grant street, Buffalo, New York.

CAPTAIN LUMAN P. COLE, of the tug E. E. Frost, of the Owen's Tug line, was born in Medina county, Ohio, August 24, 1840. He is a son of Solomon and Sarah (Tryon) Cole, the former of whom was of Dutch descent, and the latter of English ancestry.

The great-grandfather of our subject was a native of Holland, was married in that country, and after the birth of five of his children emigrated to the State of Pennsylvania, taking up a tract of 1,300 acres of land, which he purchased of the Holland Land Company, and which lay two and a half miles below the present site of the county seat of Bradford county, Pennsylvania.

Solomon Cole, the grandfather of our subject, inherited the 1,300 acres of land above mentioned, and lived there until some time in the 'thirties. He was the father of eleven children—seven sons and four daughters—the names of some of whom are as follows: John, Stephen, David, Solomon, Sarah and Elizabeth.

Of these eleven children, Solomon Cole, father of our subject, was born in 1802 or 1803, and lived on the old homestead until he was married, his father having divided his estate among his children, giving each 100 acres. The share falling to Solomon lay directly across the Susquehanna river from Wysox, Penn. He was well educated, first in the common schools, and then at Philadelphia and at Harrisburg, and selected the Methodist ministry as a means of doing good as well as a means of earning a livelihood. For eleven years he followed the ministry of this Church, and at the end of this period, having for some time previously reflected deeply on the meaning and interpretation of the Bible, and on the facts and relations of life, became a Universalist in religious belief, but never preached after leaving the Methodist Church. In 1824 he married Sarah Tryon, daughter of David Tryon, of Brockville, Canada, who was a descendant of David Tryon, a great-great uncle of whom was at one time a general in the British army. During the war of 1812 his wife's father, David Tryon, was arrested for harboring his brother Daniel, who belonged to the American army, was tried, convicted and sentenced to be shot next morning at ten o'clock; but during the night in some mysterious way he was enabled to escape, and came to the American side, settling at Hulberton, N. Y., where he bought a farm and lived until 1826,

the year after the Erie canal was completed, and the waters of Lake Erie united with those of the Hudson river. The children of Solomon and Sarah Cole were seven in number, as follows: Ada, born in 1825; Benjamin R., in 1827; David W., in 1830; Charlotte Ann, 1833; Oscar O., in 1836; Elizabeth, in 1838; and Luman P., August 14, 1840. All of these children were born in Pennsylvania except the subject of this sketch, who was born in Medina county, Ohio, his mother being there at the time in connection with some legal business in which she was interested.

Some few years after the birth of our subject his parents removed to a place called Horse Heads, in Chemung county, N. Y., lived there a couple of years, and then moved to Geneva, N. Y. His education was received in the common schools and in the academy at Geneva, the desire of his parents being to prepare him for the study and practice of medicine. To this course he was very much opposed, so much so that he ran away from home to become a driver on the canal. After driving on the Chemung canal one season, and losing his wages, he went home, poorer in purse and far more poorly clad than in the spring, but his parents were not reconciled to his giving up the study of medicine, and he was not reconciled to its study, so he went down to the steamboat docks on Seneca lake and secured work at six dollars per month on a schooner under Captain Morse, remaining until the next April. At this time, in the spring of 1853, his brother David being sick in Buffalo, he and his mother went to that city to care for him, and a short time afterward he actually began the study of medicine under Dr. Gray, remaining with him until the death of the Doctor's wife, which broke up his studies, because of the breaking up of the Doctor's life for a time. Therefore he returned to Geneva, and when the season of navigation opened went to work upon the canal. The next year he entered the employ of Edward Gallagher, a canal man, running a boat for a Utica line, and who was afterward an assemblyman for nine terms. After working in different capacities for a few seasons he took com-

mand of his brother's boat, the Cayuga, on which he remained until 1858, when he bought a half interest in the boat and continued to run her until 1861. Buying a place at Canastota, he made that village his home until 1862, when the military company to which he belonged was ordered out from Syracuse, but for some reason did not go to the front.

After being in several places, including Washington, New York and Baltimore, he went to Alexandria, Va., and into a government transport on the Potomac river, remaining upon that boat for two or three months during the years 1862-63, and balance of time in the quartermaster department, after which he returned to Seneca Lake, where he purchased an interest in a canal boat. In 1865 he bought an interest in his brother's boat, the J. A. Carmichael, and commanded her during that summer and the season of 1866, when he sold out and went to steamboating on Seneca lake, after which he took charge of a boat for the Morris Run Coal Company. In 1867 he removed to Buffalo, and in 1868 began running a boat, the Lon Eads, for Capt. George Fairfield. In 1869 he was captain of the tug J. C. Anthony, and ran her two seasons. In 1871 he built the tug Dave & Mose, selling her at the end of two years, and then went into a billiard room for a gentleman in Buffalo at \$1,000 per year. During the year 1875 he ran the tug Fairfield, in 1877 the tug Game Cock, and in 1878 the tug Hercules. He then, in company with his brother Benjamin, bought a hotel on Central wharf, which contained thirty-five rooms, and ran that two years, when he sold his interest to his brother. In 1880 he ran the tug Donaldson; in 1881 the tug H. Smith; in 1882 the Fairfield, and in 1883 the Donaldson. During the following two years he was in the West and South, Chicago, St. Louis and New Orleans, after which he began working on the tug Lone Star and was superintendent of the line, which he commanded until 1894, when he was transferred to the tug Trenton, on which he remained until 1896, when he changed to the E. E. Frost, of which he has been captain ever since.

Captain Cole was married June 30, 1892, to Margaret Hastings, of Tonawanda, N. Y. They live at No. 46 Charles street, Buffalo, New York.

CAPTAIN WALTER HUNTER, who has been in the employ of John Kilderhouse and Thomas Maytham for several years, is a son of James and Elizabeth (Oxford) Hunter, natives of Glasgow, Scotland. James Hunter was a blacksmith by trade, but while living in Canada engaged in farming. He died in 1868, his wife one year previously. Besides Walter he had four children, named, respectively, David (a railroad engineer who died in 1869), Laney (wife of Alexander Grant, a resident of Simcoe, Canada), Samuel (a blacksmith and wagon-maker at Saugatuk, Mich.) and Eleanor (wife of Alexander Brown, of Norfolk, Ontario, who died in 1878).

The subject of this sketch was born in the year 1843 at Port Dover, County of Norfolk, Ontario, where he attended school until he was fourteen. He began sailing the Great Lakes as boy on the schooner Georgian out of Port Dover, starting on his first trip on the 8th day of April, the fifteenth anniversary of his birth. The early part of the season the Georgian plied to Cleveland, but later between Port Dover and Kingston. In 1859 he was before the mast on the schooner Cleopatra in the grain trade between Kingston and Buffalo, and the following season he went in the same capacity out of Hamilton in the brig John Young, which was capsized on Lake Erie off Port Stanley and rolled over. The crew remained on the vessel eighteen hours, when they were picked up by the propeller Missouri and landed at Buffalo. The John Young was afterward towed to a safe harbor by the John Ray, a sister vessel. In the spring of 1861 Captain Hunter enlisted in the first company of the first regiment that went from Illinois to the Civil war; the regiment was under command of Colonel Fisk and Major Harding, who were veterans of the Mexican war. After a service of three months and five days he returned to Chicago and shipped on the brig Mary under Captain Harmon for the remainder of

that season, this vessel being in the lumber trade between Oconto and Chicago. After a winter at his home at Port Dover Captain Hunter went to Buffalo and shipped on the schooner David Todd, under Captain Blue. She was in the salt and grain trade between Buffalo and Chicago. The following winter he remained in Chicago, and shipped out of that harbor as second mate of the brig Mary under the same captain, remaining with her until the close of the season at Chicago.

In 1864 our subject shipped as mate of the schooner North Star for the season, and in 1865 he was master of the schooner Bay Queen. For the seasons of 1866-67-68-69 he was master, respectively, of the schooners Rise Stearn, David Sharp, Argo, and the new Erie Queen. In 1870 he went to Buffalo and took mate's berth on the schooner Morning Star, which he held all of that season, and he was mate of the steamer Lillie Hamilton, of Port Burwell, in command of Capt. William Light, for the season of 1871. The next season he was master of the same vessel, and in 1873 of the side-wheel steamer Argyle, in the passenger and freight trade between Port Dover, Erie and Port Rowan, and continued in that position until June of the next year, when she was sold. For the rest of the season of 1874 he was master of the schooner Maple Leaf. During the season of 1875-76 Captain Hunter was master, respectively, of the schooners Ella Tracy and Erie Queen, and for that of 1877 mate of the steamer John E. Potts. The next two seasons he was master of the Persia, and in 1880 he obtained pilot's license at Buffalo and shipped out of that port as mate of the tow barge Florence Dickerson, remaining with her the entire season. During the seasons of 1881-82-83 he was second mate of the steamer Nevada, owned by John Kilderhouse, for those of 1884-85 he was master of the schooner Satan, for the same employer, and for that of 1886 second mate of the steamer Oregon, also owned by John Kilderhouse. Since 1886 Captain Hunter has not sailed regularly, but he has been in the employ of Messrs. Kilderhouse and Edward C. Maytham in special work in con-

nection with their vessel and tug interests in and out of Buffalo harbor, during which period he has rendered them valuable services because of his long experience on the Great Lakes. During the winter of 1896-97 he was ship-keeper on the steamer Thomas Maytham, loaded with corn at Buffalo harbor.

Captain Hunter was married at Brantford, Ontario, in 1879, to Miss Eva Johnson, and they reside at No. 247 Upper Terrace, Buffalo, New York.

S. C. HALE. In the work of this nature no space is more appropriately filled than that devoted to the capable and consistent marine and commercial editor. Such a one is the subject of this sketch, S. C. Hale, who for a long time held those responsible positions on the Cleveland *Leader*, a newspaper of national reputation.

Mr. Hale was born in Bath, Ohio, March 9, 1838, a son of Jonathan and Sarah (Cozad) Hale, the former of Glastonbury, Conn., and a descendent of Col. Nathan Hale, a patriot of the Revolutionary war, who lost his life in the service of his country. The mother was a daughter of the Cozad family, who also came out of New England, and were pioneers of Cleveland, when but three or four houses constituted the embryo "Forest City." Mr. Hale's father was born in 1777, and his mother in 1800; they were united in marriage at Cleveland in 1832.

The district school in Bath, presided over by teachers of more than ordinary ability, was the scene of Mr. Hale's early education, after which he attended the Richfield academy. He acquired his college education at Michigan University, leaving that institution in the year 1862. He then returned to Cleveland and found employment in the dry-goods house of E. I. Baldwin & Co., remaining in their employ two years.

In 1864 he was appointed and assigned by the American Missionary Association to labor among the freed people of South Carolina, his particular field being Beaufort and Hilton Head. He continued two and a half years in this field when he was transferred



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by this Missionary Society to Lexington, Ky., and labored there until Gen. O. O. Howard, who at the close of the war of the Rebellion was at the head of the Bureau of Refugees, Freedmen and Abandoned Lands, appointed by Mr. Hale, as assistant superintendent of colored schools in Kentucky, his territory being the fifty eastern counties in that State. This difficult position he successfully filled until discharged early in the year of 1869.

On his return to Cleveland in 1869 he became partner with a young man in a country store at Shiloh, Ohio, passing a year and a half in that business. In 1871 he returned to Cleveland, and entered the employ of Raymond, Lowe & Co., wholesale dry-goods merchants at the corner of Water and Frankfort streets, the firm moving later to the corner of Bank and St. Clair streets. He was with this firm seven years. From the fall of 1878 to the spring of 1882 he was also salesman in the employ first of Keeler & Smith, and later of E. A. Palmer & Brother in the grocers' sundries trade.

In 1882 Mr. Hale commenced his marine and commercial editorial work on the *Cleveland Leader*, filling both departments with credit to himself and the paper until 1889, when he resigned the marine work, and continues as editor of financial and commercial to this date. In connection with his newspaper work he opened a book store in a small way in 1865, which has developed into a lucrative business, and with ample stock he is now located at No. 202-203 Cuyahoga Building. In 1886 he purchased the *Cleveland Price Current* to which he devotes some of his time. The field of this paper is among the produce commission merchants and others interested in commercial affairs.

Mr. Hale has been an active and conscientious member of the Congregational church since 1857, and at the time of this writing is superintendent of the Sunday-school of the Park Congregational church, he having filled that office during the past four years.

In September, 1867, Mr. Hale wedded Miss Vira Gould, of Biddeford, Maine. Her brother, Jesse Gould, was a member of the

State Legislature of Maine, and interested in the advancement of the colored people of the South, and Miss Gould by Act of the Legislature of the State entered the field as a teacher; she was stationed at Beaufort, Hilton Head, and Charleston, S. C., where she first met Mr. Hale. Their children are Hattie Lillian, a graduate of the Cleveland high and Normal training schools, and a teacher in the Cleveland schools for six years; and Jesse Gould, also a graduate of the Cleveland high schools. He is associated with his father in the book store, the firm name being S. C. Hale & Son. By good business methods, Mr. Hale has acquired considerable property. The family homestead is at No. 760 Doan street, Cleveland, Ohio.

CAPTAIN ALBERT B. DRAKE. In the respect that is accorded by the world to men who have made their way to success through their own efforts, we find an unconscious recognition of the intrinsic worth of a character which can endure the rough discipline of life, and gain new strength from the faithful discharge of difficult duties. Among the self-made men whose histories lend interest to this volume, none stand higher in public esteem than does this well-known resident of Buffalo, N. Y., whose sound judgment and fine executive ability enabled him to reach at an early age the foremost rank in his chosen calling of seaman, and who, after a long and successful career as a captain, is now filling acceptably the responsible post of chief inspector for the Inland Lloyd's Vessel Register.

In Captain Drake's veins flows the blood of two maritime nations, his father, the late John Drake, being of English descent, while his mother, whose maiden name was Jemima Guest, traced her ancestry to Holland. John Drake was born in New Jersey, and throughout his life was engaged in agricultural pursuits. His death occurred in 188—, when he was eighty-seven years old, and his estimable wife passed away in 18—. Our subject was the youngest in a family of eight children, the others being Mary A., Alexander M., Irene, Jacob G., Elizabeth N., Marcus M. and Francis W.

The Captain first saw the light September 2, 1840, at Sheridan, N. Y., and his education was begun in the common schools of that locality. Later he attended the academy at Fredonia, N. Y., for three winters, and as he has always been fond of reading he is unusually well informed upon the topics which engage the attention of intelligent people. In 1858 he began his life as a sailor, taking a position as watchman on the propeller Olean, belonging to the Erie railroad line of steamers. With the boat he remained in that capacity for two years, making trips between Dunkirk and Toledo, and was then promoted to the post of wheelsman which he held during one season and a part of another under Capt. George Blackman. His next change was a promotion to the position of second mate on the propeller Genesee Chief, of the same line, where he spent the remainder of that season, and in the following spring he shipped as second mate on the propeller Owego, running between Dunkirk and Cleveland. After two seasons with the Owego he spent a summer as mate of the New York, running between Dunkirk and Toledo, and one as mate of the Tioga, plying between Dunkirk and Cleveland, but in the following season he returned to the New York as mate, the boat being then engaged in traffic between Dunkirk, Toledo and Buffalo. In the following year (1867), at the age of twenty-six, he was appointed master of the Owego, plying between Dunkirk, Toledo, and other points on Lake Erie; but after a successful season the boat was driven ashore in the midst of the terrific snowstorm of November 29, 1867, five of the crew being lost. Our subject then left the employ of the Erie line, and shipped as second mate on the propeller Colorado, of the Commercial line, under Capt. John Brett, their route lying between Buffalo and Chicago. On June 15 of the same year he was appointed mate of the propeller Arctic, of the Pease line, under Captain Pope, and October 1 he returned to the Tioga, of the Erie line, as mate, serving the remainder of the season in that position under Captain Thorn. During the the following winter he and his brother Marcus M. purchased an interest in the

City of Port Huron, a steam lumber barge, which he ran for seven years, the greater portion of the time being spent in trading between Tonawanda, Buffalo and Bay City, although for one year he ran between points in Georgian Bay and Lake Erie ports, and during another was engaged in the iron-ore trade between points on Lake Superior and Lake Erie. In the winter of 1875 a syndicate purchased the propeller Jarvis Lord and the schooner F. A. Georgia, and Captain Drake took charge of the former in the following spring. For seven years he remained with this vessel, taking her all over the Great Lakes, and after her sale by the syndicate he purchased an interest in the excursion boat Periwinkle, which had been re-built from the revenue cutter Commodore Perry for passenger traffic on the Niagara river and ports on lower end of Lake Erie. After five years with the Periwinkle the Captain took charge of the propeller Russia, of the Lackawanna line, plying between Buffalo and Chicago, and during the following season (1889) he was master of the Lackawanna, of the same line. In the spring of 1890 he brought out the new steel propeller Brazil, belonging to the Kelderhouse syndicate, and this boat he ran for three seasons, trading all around the Lakes. In November, 1892, he took out the steamer Thomas Maytham, of the same line, and during the seasons of 1893 and 1894 he remained in charge. In the spring of 1895 he brought out the steel steamer Chili, owned by M. M. Drake and others, and for two seasons he ran this vessel between various points on the lakes. Early in 1897 he went to Cleveland to take charge of the offices of Drake, Bates & Co., dealers in iron ores, and in January, 1898, he was appointed chief inspector of the Inland Lloyd's Vessel Register, office located in Buffalo. He is well prepared for this position, having served as outside inspector for the company during each winter since 1887, and his efficient work in his present post is entirely satisfactory to all concerned. Naturally the Captain takes much interest in all marine matters, and he is an active member of the Ship Masters Association, of Buffalo.

Captain Drake married Miss Flora D. Bowyer, daughter of Edward Bowyer and his wife, Hulda (Cooley), a native of Chautauqua county, N. Y. Three sons have blessed our subject's home: Albert B., Jr., Raymond R. and Archibald E.

CAPTAIN THOMAS C. ELLIS was born April 28, 1842, in Wakefield, England, a son of Henry and Elizabeth (Clayton) Ellis, both natives of England. Henry Ellis came to America, and here passed the greater part of his life, dying December 22, 1895, at Mooretown, Ontario, having spent about forty years of his life on the lakes.

A desire for marine life was early manifest in Thomas C. Ellis, and he sailed on the schooner *Dan Marble*, of Detroit, having previously spent considerable time with his father on different boats. On the *Marble* he acted as boy only a short time, and was soon made able seaman, in which capacity he served throughout the season. He then came on the propeller *Globe* and acted as wheelsman two years, after which he entered the employ of the government and came on the survey boat *Search*, engaged in making maps and marine charts. Upon this boat he remained two years, acting as wheelsman and leadsman. In 1862 he came to Detroit, and for twelve years was employed on different tugs between Lake Huron and Erie, being mate on the *City of Tawas*, *Stranger*, *J. P. Clark* and *Castle*. At this time he shipped on another survey boat called the *Ada*, and there remained one season, then coming on the *Nelson Mills*, where he acted as second mate and afterward as mate. He then sailed on the *Yosemite* of Sandusky two years, and afterward came on the *Birkhead* and *Tempest* as mate. The following season was spent on the *Dayton* as master, and next year he brought out new the *William A. Young*. He then entered the employ of *Hawgood & Avery*, of Cleveland, and sailed the *Belle Cross* two years, then coming to the *Servia*, upon which he remained seven years. In 1894 he came on the *George F. Williams*, and has there remained in command to the present season.

On April 5, 1870, Captain Ellis was

married to Miss Ellen Ward, of Kalamazoo, Mich. They have four children: Frank, who acted as second mate on the *Masaba* the present season; Arthur R., who is employed with the *W. Bingham Company*, in Cleveland; and Edith M. and John Henry, who are in school. In social life Captain Ellis is well known, being a member of the Masonic fraternity and of the Ship Masters Association.

FRANK S. ELLIS is a young man who has chosen the marine life for his occupation, and thus far has made considerable progress in that line of work. He was born March 19, 1869, at Corunna, Ontario, and at that place lived until he reached his nineteenth year. He then went to Detroit and after taking a business course at that place, took a position as bookkeeper, which he held for only a short time when his health failed and he shipped on the *Servia*, where he served four years as watchman, wheelsman and finally as second mate. From this vessel he came on the *George F. Williams*, and remained two years as second mate, coming on the *Masaba*, in 1896, as second mate.

Mr. Ellis is a single man, the son of Capt. Thomas C. Ellis, who has been on the lakes for many years, and is well known to all marine men.

GEORGE WATERBURY was born in Hullsville, Walpole Co., Ontario, January 31, 1859, his parents being Canadians. His father was a ship-builder by trade, and built a number of vessels at St. Catharines and Burlington, Ontario. From the latter place he moved to Detroit in 1856, and then to Milwaukee, Wis., on the propeller *Lac la Belle* in 1868, after she had been raised from the St. Clair river, where she was sunk, and later rebuilt at Detroit. On reaching Milwaukee he engaged with the *Engelmann Transportation Company* as general superintendent, which position he held for twelve years, or until the line sold out, then removing to Dakota. He remained there a number of years, and then went to Pensacola, Fla., where he built a boat for himself, naming it the *E. W. Menefee*.

Finally he removed to Memphis, Tenn. where he now resides.

At the age of fourteen years George Waterbury, the subject of this sketch, graduated from the public schools of Milwaukee, Wis., and, having a liking for the life of the sailor, he shipped as oiler on the steamer *Flora*, remaining on her until her machinery broke down, after which he learned the machinist's trade, serving nearly two years in the shop. He then went as oiler on the steamer *J. A. Dix*, and remained on her four years, the third year being second engineer. In 1879 he was appointed chief engineer of the steamer *Cormorant*, of Cleveland, following this with two years on the steamer *William A. Barnum*, finishing the season on the steamer *Minneapolis*. Both of these vessels now lie at the bottom of the Straits of Mackinac. The next year he went as engineer on the propeller *Oneida*, and was in her the winter the propeller *Michigan* was lost on Lake Michigan. He remained on the *Oneida* two seasons, and she was lost on Lake Erie by fire some time after he left her. He then served two winters on the propeller *Roanoke* plying between Milwaukee and Grand Haven; the *Roanoke* was burned on Lake Superior four years after he left her. He was second engineer in the propeller *Garden City* the last season she was owned by the old Northern Transportation Company, a line of fine boats now gone out of existence, with but a few relics left to distinguish the larger class of boats of those days. The following season he was on the propeller *Oneida*, and in 1887 brought out the steambarge *Missoula*, remaining on her one season. She foundered on Lake Michigan in 1895. In 1888 he brought out new the steamer *E. P. Wilbur*, and remained in her until fall, when he went home sick, but finished the season on the *J. C. Pringle*. He then went to Caryville, Fla., and assisted his father in the construction of the *Menefee*, which boat he engineered for eighteen months; later she foundered at Pensacola. Going north again in 1890, he took an appointment in the steamer *Australasia*, which foundered on Lake Michigan, in 1896, on account of fire. He remained in her part of

the season, finishing with the steamer *Philip Minch*, and continuing in the *Minch* until June of the following season. He then went as engineer of the *Marina*, and in the summer of 1892 he brought out the steamer *Maritana*, in which he remained four years. Mr. Waterbury then went to work for the Cleveland Ship Building Company for some time, and later as chief engineer in charge of the machinery of the large new building in Cleveland, called the American Trust Building. While he has been at one time or another engineer of a number of steamers that have been burned or lost by collision or foundering—these disasters occurred after Mr. Waterbury had severed his connection with these vessels. At this writing Mr. Waterbury is chief engineer of the steamer *Pontiac*, owned by the Cleveland-Cliffs Iron Company.

In 1892 he was united in marriage to Miss Susie E. Goff, of Columbus, Wis. Mr. Waterbury is a Knight Templar, and is a member of the Royal Arcanum.

CAPTAIN BENJAMIN TRIPP. This name is well known to a large number of sailors, both for the length of time its owner has spent in marine life and for many experiences of a diverse nature, whether or not connected with marine occupation. To him belongs the honor of possessing an accurate knowledge of ship construction and at the same time of sailing, he being considered one of the best, if not the best, of pilots on Georgian Bay. By various companies he has been sent to inspect boats and make surveys, his judgment always being highly valued by his employers, who give due recognition to his ripe knowledge in marine affairs.

Captain Tripp was born in Colborne, Ont., September 24, 1840. He is the eldest of ten children, seven boys and three girls, born to Daniel and Martha (Tuck) Tripp, who were natives of Pennsylvania and England respectively. Daniel Tripp, the father, went to Canada in 1837, and still lives in Colborne, Ont., having always followed the life of a farmer; the mother also spent the greater part of her time in Canada, and died in Colborne in 1858.

Our subject began his life on the water at the age of ten years, when he shipped on the schooner *Sara Marie*, of Colborne, acting as cook. Upon this boat he remained only part of the season, but was on other schooners of like character for three years serving as cook. He then shipped before the mast on the *Catherine*, of Cobourg, with Captain Campbell, and afterward on the *George Laidlaw*, going to Halifax several times and finally to Liverpool, England, and Bangor, Wales. From these ports he went to Santa Maria and Cadiz, Spain; Rio Grande de St. Pedro do Sul, Brazil; and thence to Liverpool, from which port he again came to America, and resumed his work on the lakes. For one season he was master of the schooner *Charm*, of Toronto, and in the winter went to Portland, Maine, and sailed on the brig *George Laidlaw* to different ports of Cuba, afterward returning to Portland with a cargo of sugar and molasses. He then went to Cape Breton Island and loaded coal for New York, when the vessel was sold to a West Indies sugar firm.

Captain Tripp now returned to the lakes as master of the *Caroline*, which he sailed one season, and bought an interest in the schooner *Odd Fellow*, which he sailed two years. The following three years were spent on the *Sarah Ann Marsh*, of Port Hope, owned by H. J. Morse, of Lockport, N. Y., after which he entered the employ of the lumber firm of Hotchkiss, Hughson & Co., of Albany, N. Y., now known as the Georgian Bay Lumber Company, and sailed the lake tug *Wales*, engaged for two seasons in towing barges between Georgian Bay and Buffalo. The next year he came into the side-wheeler *Chicora*, running between Collingwood and Duluth, and then entered the employ of the Beatty North West Transportation Company of Sarnia, sailing the *City of Montreal* for a short time. Upon leaving this boat he entered the shipyards at Chatham to superintend the building of the Ontario and the Quebec, shipping on the Ontario in 1874 as master. The following season he came on the bark *D. M. Foster*, in the employ of Sylvester Brothers, of Toronto, and later the Mer-

chants Bank of Canada. He next had command of the steambarge *Tecumseh*, and the city of Montreal, and was then appointed hull inspector by the Anchor Marine, Merchants Marine and Provincial Insurance Companies, of Canada. This position he held for three years, following which he spent six years on the side-wheeler *Rupert*, when he was given the position of manager for Smith & Mitchell, of Port Arthur, who had in charge the provisions used during the building of the Canadian Pacific railroad. At this time he purchased the schooner *Guelph*, which was burned at Quebec in 1882, and he afterward owned the schooner *C. T. Van Straubenzee*, on which he acted as master three years. He sailed the *A. Boody* and the *Columbian*, and then sailed the passenger steamer *Riverside* for part of a season. For a short time he sailed the *W. P. Thew* and *Waverly*, and has since acted as pilot on several boats to Georgian Bay. He is at present in command of the schooner *Wm. McGregor*, belonging to the Atlantic Transportation Company of New York.

On July 7, 1861, Captain Tripp was married in Liverpool, England, to Mary Ann Anderson, daughter of Capt. William B. Anderson, who spent about thirty years of his life on salt water. Captain and Mrs. Tripp have had a family of nine daughters, eight of whom are living. Socially he is a member of the Masonic fraternity and of the Knights of Abraham Lincoln.

FRANK CLAYTON UPPER, engineer of the tug *Acme*, from early manhood has been in active service on the lakes. He was born in Rockford, Ont., April 3, 1866, a son of F. G. and Sarah (Brady) Upper, the former of whom was of Scotch-English descent, the latter of Irish-German. The father is a contractor and builder by trade and occupation, and is a resident of Niagara Falls.

Our subject came to Buffalo at the age of thirteen years, so that his education was obtained at the public schools of both his native town and Buffalo. At the age of seventeen years he began his life on the lakes as fireman of the tug *Holloway*, of Buffalo, in which capacity he served for

four years. He then shipped for one year on the steamyacht Sappho, sailing on Lake Champlain, and in 1887 he received his papers as second engineer and first assistant on the lakes. The following year he became engineer of the tug Page, of Fairport, Ohio, and sailed in her for one season, next shipping on the tug Annie, of the same port, on which he served as first engineer for four years. In 1893-94 he worked ashore about the docks of Buffalo, and in 1895 he was engineer of the tug Kilderhouse, of Maytham's line, for one season, and in 1896-97 being engineer of the tug Acme, of the same line. In 1898 he was made engineer of the tug Fabian, the principal tug of that line in the harbor. Mr. Upper has been very successful as an engineer.

Mr. Upper was married December 24, 1890, to Miss Clara Boyer, of Buffalo, N. Y., and they reside at No. 398 Summer street, in that city. In fraternal connection he is a member of Aurora Borealis Lodge No. 642, I. O. O. F., and of Blazing Star No. 694, F. & A. M., since 1892.

FRANK HAUSBECK did not turn his attention to steamboating early in life, remaining on the farm until he reached the age of twenty-six years. He was born in Dansville, Livingston Co., N. Y., August 5, 1858, and is the son of Joseph and Rosalia (Coopler) Hausbeck. He removed with his parents from New York State about the year 1873, locating on a farm in Buena Vista township, Saginaw county, equi-distant between Bay City and Saginaw City, Mich. The farm which his father purchased is still the family homestead.

It was not until the spring of 1884 that Mr. Hausbeck began sailing, but he has come forward rapidly. He first shipped on the tug C. C. McDonald, as fireman, followed by a season in the tug Maud S., in the same capacity. In 1886 he secured his license as engineer, and was appointed to the tug Handy Boy. The next spring he went to Duluth in charge of the machinery of a sand boat. In 1888 he engineered the fireboat Geyser at Bay City, and the three following seasons he was engineer of the tug Mundy. After one season as chief of the

steamer Mary Groh, out of Port Huron, he again took charge of the machinery of the steamer Mundy. In the spring of 1894 Mr. Hausbeck was appointed chief engineer of the tug Witch of the West, and ran her three successive seasons, or until the fall of 1896, when he transferred to the steamer A. A. Turner, closing the season in her as second engineer. In the spring of 1897 he was appointed chief engineer of the steamer A. A. Turner, and held that berth again for the season of 1898. Mr. Hausbeck is an engineer with more than the ordinary ability and is highly esteemed by his employer, Mr. Bridges, of Bay City. Fraternally he is a Master Mason and a member of the Marine Engineers Beneficial Association.

Mr. Hausbeck is not a married man. He has a farm, managed by his sister, in Buena Vista township, Saginaw county, to which he retires during the winter months.

CAPTAIN CRAWFORD LARGE, a well-known master mariner who sailed out of Ashtabula many years ago, now retired from active life on the lakes, is agent for the Mutual Life Insurance Company of New York, also of the United States Casualty Company. In addition to this business he performs the duties of constable, to which office he was elected in 1897. He was born March 23, 1833, a son of William B. and Lydia (Benham) Large, both natives of Connecticut. The mother was a sister of the late Capt. Samuel Benham, of Cleveland. During the early years of his life, while working with his father on the farm near Ashtabula, Ohio, young Crawford attended the district schools in the winter months.

In the summer of 1847 Crawford Large shipped as boy on the schooner John F. Porter, which he left on arrival at Buffalo, and shipped on the schooner Vermont, but after a short time transferred to the schooner Industry, of Cleveland, and when she laid up that fall in St. Clair river, Captain Bedford, who had formed quite an attachment for our subject, took him home with him for the holidays, after which the lad went home and remained until the spring of 1849, when he joined the noted brig Banner, as boy, with Captain Scoville, closing the sea-

son on the brig *Clarion* and also joining her the next season. In 1851 he went as seaman on the little topsail schooner *T. G. Colt*, with Captain Downs, until August, when he was appointed mate, and in September, the captain wanting to quit the schooner, put our subject in charge of her, securing as mate for him J. Davidson. He objected to this arrangement on account of his youth, but Captain Downs prevailed as he was owner of the schooner, and young Large finally gave a good account of the little vessel. The next season he shipped in the *Chief Justice Marshall*, continuing in her until 1853, when he was made mate with Captain Moray on the schooner *Atlas*, which was sold to Detroit parties that fall, our subject keeping his berth on her the next season until September, when he was appointed master. That fall he took into Erie, on the *Atlas*, the first two cargoes of ore that had ever been transported on the lakes east of Detroit. This is accounted for by the fact that it had been for a number of years the custom of passenger steamers coming down to carry ore with which to trim. This they threw out on the docks at Detroit until quite a large quantity had accumulated, sufficient to make two cargoes for the *Atlas*. In the spring of 1855 he shipped before the mast in the *Chief Justice Marshall* for a trip to Saginaw, where he joined the schooner *Benjamin F. Wade*, as mate, Capt. John Paine, and remained on her until the fall of the next season, when he was promoted captain of the scow *L. B. Fortier*, owned by Capt. J. Butler, of Buffalo.

In the spring of 1857 Captain Large was appointed mate of the brig *Caroline A. Bemis*, followed by a season as mate with Capt. Harvey Hall on the brig *Lucy Blossom*. He then stopped ashore until 1860, when he and his brother, William, bought the scow *Union* from their uncle, Samuel Benham. The *Union* had gone ashore the previous fall above Sturgeon Point and lay there all winter. The new owners raised and rebuilt her, and Captain Large sailed her until the fall of 1861, when he purchased a third-interest in the schooner-rigged scow *Nebraska*, and took command of her, sailing

her until the close of 1863. He then sold his interest, and bought into the bark *Sam Ward* with Messrs. Haskill, and sailed her seven years. In the spring of 1871 he was appointed master of the bark *Sunshine*, holding that berth two seasons. He then became the marine manager of the line, and took command of the propeller *Buffalo* and sailed her two years. In the winter of 1874 he sold his interest in the *Sam Ward*, and although he was appointed to a steamboat in the Union line, he declined with thanks in order to take charge of Strong & Manning's coal dock No. 1, and that fall opened a restaurant in Ashtabula, Ohio.

In 1876 Captain Large purchased a building at the harbor, and went into the restaurant business. The freshet in Ashtabula river in the fall of 1877 carried away his building, and he then turned his attention to politics in a mild way. In 1878 he was elected constable and policeman, and was appointed harbor master also, holding that composite office until 1881, when he was appointed postmaster at the harbor by President Hayes. He located the office in his own store, and connected a news depot and notion business with his post duties until President Cleveland was elected, when he was relieved of the duties of postmaster, the other branches of his business being continued, together with the agency of the Adams Express Company, however, until President Harrison was elected, when he was again appointed postmaster. At the end of this term Mr. Cleveland again appeared on the scene and, in spite of his former friendship for our subject in Buffalo, Captain Large was again removed. As has been said he then engaged in the insurance business, adding to it the duties of constable. Socially he is a Master Mason and has been a Royal Templar for twenty-one years.

On February 24, 1853, Captain Large was united in marriage with Miss Susan B., daughter of James and Catherine McKenzie, of Saybrook, Ohio. The children born to this union are Capt. Kenneth M., who lives at Naples, Lee Co., Fla., owns and sails a small schooner in Florida waters, runs a boat house, is postmaster and carries the mail; Kate M. is the wife of C. L. Mer-

rill, superintendent of the eastern division of the Pullman Palace Car Company, stationed in Pittsburg; John B. and William are both railroad engineers; Hattie J. is the next of the family; and Minnie is the wife of Ed S. Henry, superintendent of the Minnesota ore docks at Ashtabula harbor. Mrs. Large died in March, 1892, and the Captain was again married, his second wife being Mrs. Kate (McKinzie) Webster. The family residence is at No. 26 Vine street, Ashtabula, Ohio.

ISAAC W. NICHOLAS, who has held an important place among owners and builders of vessels in Cleveland, was born in St. Albans, Vt., in 1815.

John Nicholas, father of our subject, was a farmer, and migrated with his family to Ohio in 1829, making the latter part of the journey in the steamer Henry Clay. They lived at Florence Corners, near Milan, for several years, after which they removed to Vermilion. There Isaac W. Nicholas entered the shipyards, being associated with Capts. Alva Bradley and Philip Minch in vessel building for over thirty-five years. In 1865 Mr. Nicholas purchased five acres of land on Wilson avenue, Cleveland, on which he has since made his home. For some time after taking up his residence in that city he continued vessel building at Vermilion, but later gave up this business to care for his vessels, employing others to build for him. Mr. Nicholas is a stockholder in the Cleveland Ship Building Company, and is still interested in the steel steamers Onoko, I. W. Nicholas, William Chisholm, Devereux and Wade, the wooden steamers Glidden and Philip Minch, and the schooners Negaunee, Warmington and Sophia Minch, belonging to the Bradley and Minch fleet. He was one of the men who combined to build the Onoko, the first steel vessel constructed in Cleveland.

Mr. Nicholas was married, in 1843, to Miss Louis Whelpley, and the children born to them are George D. and Frederic M. The latter is a singer of considerable note, having a tenor voice of beautiful quality, and is much sought after in local concert and entertainment circles. George

D. Nicholas conducts an extensive fishing business at Vermilion. The family residence is at No. 1314 Wilson avenue, Cleveland.

CAPTAIN WALTER ROBINSON, who has been with the Union Steamboat Company's line for thirty years, came of good old "down-east" Yankee stock. His father, George Robinson, was born in Vermont in 1817, and located in Sheridan, N. Y. when he was sixteen years of age. He was a millwright by trade, but also engaged in farming part of the time after he came west; he died in 1880. His wife was Miss Clarissa Meyers, of Washington county, N. Y., who died in 1848, when the subject of this sketch was only three years old. Almond Robinson, a brother of George, was a sailor by occupation, and Nelson, his son, who died in 1894, was at one time master of the steamer M. M. Drake, and of the Inter Ocean; he was considered a skillful pilot. William, another son, is a millwright at Silver Creek, New York.

Captain Robinson was born at Sheridan, Chautauqua Co., N. Y., in 1844, and attended school at his native place, spending part of his early life on a farm. Being brought up on the lake shore, he acquired a liking for sea-saring life, thinking it preferable to the drudgery of a monotonous existence on a farm. In 1864, at about the age of twenty, he went before the mast with Captain Blake on the schooner Restless, and after about three years' service, in sail vessels, he became wheelsman with Capt. M. M. Drake on the steamer New York. In September, 1866, he was made second mate of the same steamer, remaining in that capacity until the close of that season. The following year he was second mate on the propeller Owego, which went ashore on November 25, at Van Buren Point, Lake Erie, and became a total loss, five of the crew being drowned. In 1869 Captain Robinson was second mate with Capt. William Thorne on the Olean for a season, and in the same berth with the same captain on the Tioga for the season of 1870. The next season and also that of 1872 he was mate with Captain Shannon on the Ever-



J. W. Nicholas



green City and Eclipse, respectively. For the seasons of 1873-74 he was master of the steamer Olean, and during that of 1875 he was master of the Tioga, which was burned in 1880 on Lake Erie. In 1876-77 he was master of the James Fisk, Jr.; 1878, of the Dean Richmond; 1879-80-81, of the Waverly; 1882-83, of the Starrucca; 1884, of the Portage; 1885, of the New York; 1886-87-88, of the H. J. Jewett; 1889, of the new Tioga, and in 1890-91, of the new Owego. From the spring of 1892 until September of the season of 1896, he was master of the steel steamer Chemung, being then transferred to the new steel steamer Ramapo; the following season he was transferred to the new steel steamer Starrucca, which he has since commanded. Captain Robinson has had a very clean record, having lost no boat in all his thirty years with the service of the Union Steamboat Company. He is to-day the oldest master with the line, has always commanded their best boats, and has been with the company continuously since he entered this employ in 1867.

In 1869, while he was before the mast on the schooner Rebecca with Capt. Elijah Gibson, he had his first experience going ashore. The schooner was bound for Sandusky harbor, but she was caught in a gale to the northward of Kelley's Island, Lake Erie; the anchors were dropped when off the east end of the island, but the cables parted and the schooner went ashore. While on the H. J. Jewett Captain Robinson experienced some difficulty in handling her without her rudder, which she lost in one of her trips on Lake Michigan; but he managed to weather a gale in a heavy sea by working her stern first to the windward, and was picked up later and towed into port. In 1893, while master of the Chemung, he reversed operations in the management of the rudderless steamer. He was on the way to Chicago, on Lake Erie between Grand river and Mohawk island, abreast of Port Maitland, when he put about in a heavy sea a third time to render assistance to a disabled craft, losing his rudder in the attempt. However, he forced his boat bow first into the eye of the wind and a sea,

and succeeded in getting under Erie peninsula, where he was subsequently relieved by a couple of tugs from Buffalo, which took lines from the stern of the Chemung and steered her into that harbor.

On April 6, 1887, Captain Robinson was married to Miss Hattie Chesebrough, a daughter of Gordon D. Chesebrough, who, was on sailing vessels on the lakes twenty years ago. They have two children, and the family reside at No. 326 Fifteenth street, Buffalo, New York.

CAPTAIN EGBERT DOVILLE, now a prominent citizen of Toledo, Ohio, and at the head of the Toledo and Lake Erie Sand Company, was an old-time captain of sailing craft on the lakes. He was born at Sodus Point, Wayne Co., N. Y., November 23, 1836. He is a son of Henry and Mary Lucille Doville, and his brothers are Henry, Joseph, Charles, Frederick and Eugene, all lake captains except Eugene, who was drowned while on the Charger, on Lake Erie. His father was a well-known shipbuilder at Sodus Point and other ports. Young Egbert, the subject of this sketch, attended the public schools of his native town until he reached the age of fifteen years.

In the summer of 1849 he sailed on a pleasure trip on the schooner Isabella with his father, which apparently settled his career in after life, for he is found in the spring of 1850 as boy on the lighthouse tender, a little schooner called Enterprise, with Capt. Horace Morley, and the following year in the schooner Hornet; also as cook in the schooner J. E. Rogers. He left her on account of ague. He soon recovered, and shipped on the schooner Henry Doville, Captain Petit, which went to Toledo after a load of staves for Oswego, but after this trip he again took his berth on the schooner J. E. Rogers, with Captain Bates. In 1852 he joined the schooner Free Trader, Capt. William Morley, and the following season he shipped as cook on the propeller Oswego, of the Doolittle line. It is evident that Captain Doville was not a conspicuous success as a cook, for he soon shipped with Capt. George Stone on the schooner New

Haven till August, then on the bark Sturgis till September, closing the season on the brig Clark, with Capt. Wiley M. Eagan. That winter he went to Oswego and attended the academy. In the spring of 1854 he shipped on the schooner Gazelle, closing the season on the schooner Enterprise, then engaged on the lighthouse tender contract.

In the spring of 1855 Captain Doville purchased a half-interest in the schooner Charles Walton, a thousand-bushel vessel, which he sailed in the fruit trade, buying fruit along the south shore ports on Lake Ontario and taking it to Kingston for sale, which proved fairly remunerative. He sold his interest in the vessel in 1856, and went to work in the shipyard with his father, as he had done prior to his sailor life, keeping the time of the men, and also keeping the books. The schooner A. A. Cornwall was being built by his father at this time, and on her completion he shipped as second mate on the brig Roscius; while making the harbor at Chicago in the fall gale she passed a fleet of about sixty vessels flying distress signals, but being lumber laden, the Roscius passed over the bar and entered the river in safety. In 1857 he again went into the shipyard to help his father build the schooner Catchpole, which when completed his brother Henry sailed and our subject went as mate. The next year the brothers bought the interest the father owned, and he held the same berth, but later sold his interest to his brother and went as second mate of the Henry B. Mussey. In the spring of 1859 he shipped before the mast with Capt. Frank Morley, on the schooner B. R. Loomis, closing the season as mate of the schooner Winslow, and in 1860 he went as mate of the B. R. Loomis for the season.

In the spring of 1861 Captain Doville was appointed master of the schooner Wanderer, which he brought out new and sailed two years, and cleared \$2,900. In the winter of 1862 he helped to plank the schooner A. H. Moss, at Vermilion, Ohio. In 1863 he went to Sodus Point to help build a vessel. They got out the timber, but at this time his father died, and it was a question among the brothers whether they could go on with the work. It was finally deter-

mined to make the venture. The boys got together all the funds they possessed and, with E. Doville having charge as builder, laid her down and finished her at a cost of \$8,300. She was named William Hunter, and Captain Doville, the subject of this sketch, sailed her. At the end of two years she had paid for herself and paid a dividend. She was then sold for \$8,500. In the winter of 1866 he went to Vermilion and built a tug, which he named Cyclone. He took her to Cleveland, where he took a job of wrecking, and cleared \$750 in five days. He then took her to Toledo and put her in the towing business. The same year he took her to Saginaw, and finally to Chicago, where he sold her for \$8,500.

In the spring of 1867 Captain Doville went to Mystic, Conn., and bought the tug Balize, paying \$8,000. He took her to the lakes and sailed her some months. He then sold a three-quarter interest, and went as master of the schooner F. T. Barney, holding that berth until October, 1868, when she was sunk by collision with the Tracy J. Bronson. He then took the schooner A. H. Moss to Cleveland on her last trip that fall, and in 1869 he sailed the schooner J. F. Card, laying her up at the close of navigation.

In 1870 Captain Doville retired from active life on the lakes, and established a vessel brokerage business in Cleveland, with Capt. Henry Miller, and continued in that trade until 1872, when he joined Capt. W. B. Scott in the insurance business, until fall. This partnership was then dissolved, and he went to Toledo and again established himself in the ship-brokerage business, continuing until the fall of 1875. He then returned to Cleveland and traded his farm for the propellor Rocket, but he soon lost the boat. In 1876 he returned to Toledo and sold his interest in a tug for \$900, took the money to Kingston, Ont., and bought the Arabia and Robert Gaskin. He dismantled the Gaskin and made a schooner of the Arabia. He traded the Gaskin for the schooner Brooklyn, operating her until 1882, when he went to Milwaukee and bought the steam scow Commerce, which he took to Toledo and went into the sand and gravel business.

In 1888 he built the steam sand scow *Companion*, and put into her steeple compound engines, with Scotch boilers, and with this addition to his working facilities he has carried on the sand trade with good business success, under the firm name of the Toledo & Lake Erie Sand Co. His son Raymond is in the partnership, and is secretary and treasurer of the company.

Captain Doville is a Knight Templar Mason, a member of the Patriotic Sons of America, of the Junior Order of American Mechanics, and an ardent patriot. He was united by marriage to Miss Gertrude M. Bonesteel, of Oswego, N. Y., in 1873. Their children are: Raymond Ermine and Ruby Margaret. The family homestead is at No. 731 Huron street, Toledo, Ohio.

WILLIAM E. ELLIOTT is a skilled mechanic, and a man who has advanced by merit to the position of chief engineer of the Goodrich Transportation Company, a line of passenger steamers operating out of Chicago, comprising a fleet of nine vessels. He won the confidence of Capt. A. E. Goodrich, the founder of the line, many years ago, and retained the same up to the time of the demise of that gentleman. When the management passed into the hands of his son, A. W. Goodrich, Mr. Elliott was continued in his responsible position. He was born in Nottinghamshire, England, in 1840, and came to the United States in 1854, with his parents, locating in London, Canada, where he attended the public schools. In 1855 he entered the employ of the Great Western Railroad Company as an apprentice to the coppersmith's and machinist's trade, remaining with that company six years, and becoming a skilled workman in every respect. When he reached his majority he went to Detroit, Mich., and was employed by the Detroit Locomotive Works for two years.

It was in July, 1863, that Mr. Elliott determined to follow the lakes, his first berth being assistant engineer in the new steamer *Reindeer*, plying on the Saginaw river, and he worked on her machinery when building in the shop the early part of the season. The next spring he was ap-

pointed assistant engineer of the steamship *Milwaukee*, plying between Grand Haven and Milwaukee. In the spring of 1865 he entered the employ of the Ward line as chief engineer of the steamer *Reindeer*, retaining that office until the new steamer *Marine City* was completed, when he took charge of her machinery. When the Goodrich Transportation Company purchased the steamer *Alpena*, Mr. Elliott was appointed chief, and ran her that season, and in the spring of 1868 removed to Milwaukee, and in 1894 to Chicago, where he has made his home ever since, remaining in the employ of the Goodrich Transportation Company thirty-one consecutive years. After passing four seasons in the steamer *Sheboygan*, as chief engineer, he was appointed chief engineer of the line, and if occasion requires he engineers other steamers. His duties consist in superintending the construction of the engines and machinery and bringing out the new steamers for the company, and he also has general supervision of the machinery of all the boats of the fleet.

Mr. Elliott is a close student of the modern theory and practice of marine engineering, and is a member of the American Society of Mechanical Engineers, the American Society of Naval Engineers, and of the Marine Engineers Beneficial Association. He has held the office of national vice-president and president of No. 9, of Milwaukee, several terms, and has also represented that body as delegate to many of its annual conventions. His home is at No. 886 Warren avenue, Chicago, Illinois.

CAPTAIN GEORGE L. DEWOLF, United States local inspector of hulls for the Cleveland district, is an officer who is held in high esteem by all candidates for government licenses and others bearing relation to affairs maritime. He is an officer of great force of character, conscientious and upright in the performance of his duties. He is the son of Otis and Minerva M. (Tyler) DeWolf (who were natives of Oswego, N. Y.), and was born in Conneaut, Ohio, in 1837, where he attended the public schools, finishing his education in the Conneaut Academy. His parents removed from Os-

wego to Conneaut in 1833, where the father founded a shipyard and built the schooners Mary M. Scott and Indianola, and rebuilt many other vessels. In 1854 he went to Erie, Penn., where he constructed the St. Paul, St. Anthony and Milton Courtright; also doing general rebuilding and repair work. His maternal grandfather, Edward M. Tyler, and his brothers were old sea captains, sailing out of New Bedford, Conn., and other New England ports.

Capt. George L. DeWolf commenced sailing on the lakes in 1853 as boy on the brig H. G. Stambach, with Capt. Andrew Lent, closing the season on the schooner Snowdrop, both built in Conneaut. The next year he shipped with Capt. Charles Blodgett on the steamer Ocean of the Detroit & Cleveland Steamboat line; in 1855 on the propeller Charter, plying between Cleveland and Buffalo; and in 1856 on the schooner Falcon, remaining on her two seasons. His next berth was on the schooner Andrew Scott, transferring to the Potomac in the spring of 1859, and closing the season as second mate of the bark S. B. Pomeroy, staying with her the following season as mate. During 1861 and 1862 he sailed on the Monitor and Kate Darley. During the winter months of the foregoing years the Captain worked in the shipyard with his father and became a practical ship builder, knowledge which is of great utility to him in his present office. In 1863 he was master of the schooner Indianola a part of the season. During the last two years of the war of the Rebellion the Captain was in the employ of the government, building monitors and transports for service on the Mississippi river. He helped to construct the transports that took Gen. A. J. Smith's army from Eastport, Miss., to Mobile, Ala., and accompanied the expedition. Three of the Captain's brothers also enlisted, one in the navy and two in the army, one being killed in the battle of Pittsburg Landing. After the Captain's return to the lakes in the fall of 1865 he sailed the steamer B. F. Wade.

In 1866 Captain DeWolf entered the employ of George W. Bissell, of Detroit, and soon gained command of the schooner

L. H. Cotton, which was destroyed by fire off Cleveland in 1868, as she was starting to Liverpool with a cargo of gasoline, Captain DeWolf being in command. He then transferred to the bark James F. Joy in the same employ, and sailed her two seasons. During the winter of 1870-71 he superintended the construction of the steamer W. L. Wetmore for the firm, and when completed he took command and sailed her for fifteen years.

It was in 1886 that Captain DeWolf was appointed inspector of hulls for the Cleveland district, an office he is eminently qualified to fill. Socially he is a Royal Arch Mason of Conneaut Chapter, and a Master Mason of good report.

In 1860 Captain DeWolf was wedded to Miss Minerva J. Putney, of Conneaut, Ohio. The family homestead is in Cleveland, Ohio.

CAPTAIN CHARLES B. GALTON is a self-made man in the true sense of the term. His career on the lakes was begun as a poor boy, without money, influence or friends. Although still a young man he has taken high rank among steamboat masters, and attained to the command of one of our largest and finest steel freight steamers afloat. He is an officer of quick decision and force of character, and has won the confidence and respect of the firm for which he sails, and enjoys the honor of being invested with the command of the new steamboats which come out under that management. He was born in February, 1860, in St. Clair county, Mich., a son of James and Margaret (Buck) Galton, and acquired his education in the public school, which he attended until he was seventeen years of age.

It was in 1877 that Captain Galton first adopted a lake-faring life as wheelsman on the tug George B. McClellan, with Captain Hiram Ames, going with the same captain on the lake tug Mocking Bird the next season. In the spring of 1879 he shipped as wheelsman on the steamer Empire State, with Capt. G. H. McQueen, being advanced to the office of second mate the following season, and remained with the same captain as second mate on the steamer James

Davidson throughout the season of 1881 and 1882, being advanced to the berth of mate the next year. On September 28, 1884, the Davidson went ashore on Thunder Bay island in a heavy southeast gale, and went to pieces. After two nights of peril the crew reached shore in the yawl boats. The next three seasons he sailed as mate of the steamer J. R. Whiting.

In the spring of 1887 Captain Galton entered the employ of Capt. John Mitchell, as mate on the steamer William H. Gratwick, and the next season was promoted to the position as master, and sailed her three seasons. On November 25, while on Lake Superior, he was caught in a fierce northeast gale, accompanied by a heavy snow-storm, known in the records as the great Thanksgiving storm which destroyed the breakwater at Marquette and washed away the lighthouse, and in which many vessels were lost. Notwithstanding that his vessel had lost her shoe and disabled her boiler, he made harbor at Marquette without further disaster, a feat requiring great skill and presence of mind. While master of the Gratwick, in 1890, he had the pleasure of rescuing the crew and schooner Hattie Estelle. In the spring of 1891 Captain Galton was appointed master of the steamer William F. Sauber, in which he owns an interest, and sailed her four successive seasons. In 1895 he brought out the new steel steamer John J. McWilliams, 3,400 tons register, for Mitchell & Co. In October he picked up the crew of the steamer Comstock, she being in a sinking condition. The crew consisted of five men and two women, who had taken to the yawl boat. As it was impossible for the boat to get alongside of the steamer, which had rounded to on account of the heavy sea running, the crew of the McWilliams had to lasso the unfortunates, and had them aboard with two lines, one by one. Captain McCarty, of the Comstock, had a leg and some ribs broken at the time. While this humane work was going on the schooner sank alongside.

In the spring of 1896 Captain Galton assumed command of the new steel steamer Lagonda, 3,647 tons, and sailed her three

seasons or until he took charge of the new boat completed at the yard of the Globe Ship Building Company in 1898. For ten years he has been in the employ of the Mitchell Steamship Company, and in which he owns stock. He received his first license when he was twenty-one years of age, and has now his seventeenth issue. Since he has become an officer he has always had first-class steamboats, has never lost a day ashore, never lost a man or vessel, and never involved owners or insurance companies in loss.

On December 17, 1886, Capt. Charles B. Galton was wedded to Miss Maggie J., daughter of John and Margaret (Holland) Ritchie. The children born to this union are: John, Charles W., Edmonds and Edna, and the wife is a typical American mother. The family homestead is a fine modern structure on Water street, in Algonac, beautifully situated and commanding an unobstructed view of the traffic on the St. Clair river.

DANIEL C. MCINTYRE, the well-known freight and district passenger agent for the Detroit and Cleveland Steam Navigation Company, at Cleveland, Ohio, was born in Glasgow, Scotland, in 1852, but when a child of five years was brought by his parents to America, locating first in London, Ont., and later in one of the suburbs of that city, where he received a fair education in the district schools. At the age of twenty-two he entered the employ of the Detroit and Cleveland Steam Navigation Company as watchman on one of their steamers, and was thus employed until appointed to a position in the general office of the line at Detroit. In 1884 he was appointed local freight agent at Detroit, and became general freight agent in 1887. Five years later Mr. McIntyre was also made district passenger agent, and shortly afterward was transferred to Cleveland, succeeding T. F. Neuman as general freight and district passenger agent. He has since had charge of the eastern terminal of the Detroit and Cleveland Steam Navigation Company, and is most capably and satisfactorily filling that responsible position.

In 1873, Mr. McIntyre was united in marriage to Miss Flora Ferguson, and they became the parents of six children, the eldest born in 1874, and the youngest in 1887. They are: Tena, Alexander, Duncan, George, Mary and Flora Bell, all still living with the exception of Alexander, whose untimely death occurred in the summer of 1896, and was a severe blow to his family and many friends.

ROBERT E. WALKER was born in London, England, November 20, 1846. He came to America when quite young and located in Buffalo, N. Y., where he obtained his common-school education, and commenced to learn his trade, that of machinist, at the old King Iron Works, where he was employed about three years. He also worked for five years at Rouseville, Penn., in the machine shop of his father, Samuel B. Walker, who was well known among machinists, having been in the employ of the Shepherd Iron Works fourteen consecutive years, and who now resides in Crawford county, Pennsylvania.

Robert E. Walker commenced life on the lakes as second engineer of the steamer Raleigh, and was with her in that capacity part of the seasons of 1871 and 1872. In the summer of 1873 he worked at his trade in the rolling-mill of P. P. Pratt, at Black Rock, and in October was enrolled in the ranks of the Buffalo police force, as patrolman No. 117, station No. 1. From here he was transferred six months later to station No. 5, where he served one year, and at the end of that time becoming dissatisfied with the work, he returned to his trade, obtaining employment in the Boston Iron Works, located at Franklin, Penn., as foreman.

Later returning to Buffalo, he worked for a time in Pratt's iron works under Robert Learmonth, the present chief engineer of the Anchor line, and was next with the King Iron Works for a while. He left then to take the position of chief engineer on the steamyacht Huntress, which he held part of the season of 1880, finishing as second engineer of the Lehigh, of the Anchor line. During the season of 1881 he

was chief engineer of the small passenger steamer T. S. Faxton, which plied between Grand Traverse and Mackinac, and for the season of 1882 he was second engineer respectively of the Robert A. Packer, and Tacoma, and chief of the Oceanica, all of the Lehigh Valley line. In 1883, he was chief of the excursion steamer A. J. Wright for part of a season and of the steambarge D. M. Wilson for the remainder of the season following. During 1885-86 he was chief engineer of the Dean Richmond, his employment on that boat continuing during the winters of 1886-87, the steamer being in line between Grand Haven and Milwaukee. The following two seasons he was chief engineer of the Starrucca, which was lost on the morning of November 15, 1888, about seven miles east of Grand Marais, Lake Superior, in a snowstorm, the vessel grounding on a bar on the beach. With the exception of a small part of the machinery, she was a total loss, but the men were taken off by the crew of the Deer Park Life Saving Station. The cargo was composed of assorted merchandise. In 1889 Mr. Walker was chief engineer of the steamer Rochester, and, for the season following, of the H. J. Jewett, being thus in the employ of the Union Steam Boat Company continuously from 1885.

In 1891 Mr. Walker bought out the Virginia, of the Goodrich line, between Milwaukee and Chicago, and was her chief engineer all that season. The following season he was chief of the Wiley M. Egan, of the Fitzgerald line of Milwaukee, and for the season of 1893 he was chief respectively of the American, Egyptian and the Kitty M. Forbes. In 1894 he fitted out and engineered the E. B. Bartlett, of the American Steel Barge Company. For half of the following season he was chief engineer of the steamer Thomas Wilson, belonging to the same company, and for the remainder was chief of the Shenandoah, owned by James Davidson, of Bay City, and he occupied the same berth on the new passenger steamer North Land, of the Northern Steamship Company, and the full season of 1896.

In 1869, Mr. Walker was married at

Buffalo, to Emeline Lathbury, and they have three children, viz.: Horace O., Grace Irene and Florence A., aged respectively twenty-eight, twenty-four and sixteen years. Horace O. and Grace Irene now have comfortable homes of their own, while Florence A. attends the Buffalo High School.

CHARLES W. DRAPER, SR., was born in Detroit, Mich., February 22, 1850. He commenced his sailing career at the age of twelve, acting as cook on different sand scows for two seasons. In 1864 he shipped as fireman on the small barge Nevada. She was a small scow, with a 10x12 engine, plying between Mount Clemens and Detroit, and was capable of carrying forty cords of wood, Captain Tucker commanding her. He worked as fireman on her until 1866, during the winter doing carpenter work. For the next two seasons he worked before the mast on the wood scow Rosa, plying between Detroit and Swan Creek. In the spring of 1869 he shipped on the propeller City of Detroit, which was trading between Buffalo and Chicago, remaining one trip as deckhand and then went firing her, putting in the season on her, and reshipped the next season, remaining, however, but half the season. James Rocket was her chief, under the command of Captain Austin. The second season she ran between Duluth and Chicago, hauling all the rails and equipments for the Duluth & St. Paul railroad. At that time there were no docks in Duluth, so she had to lay-to out in the lake and unload by lighters. He left her in June, 1870, and shipped as fireman on the Brockway, then under the command of Capt. Rankin Rools. On November 26, she and her consort, the schooner Montpelier, in charge of Capt. James Mellin, were wrecked on a reef in Lake Huron, seven miles from Point Edwards on the Canadian shore. They were on the reef two weeks, when they were pulled off, and stayed in Sarnia harbor two days, when they were brought to Detroit, where they were repaired. They did not go out again that season, Mr. Draper keeping ship on the tug all winter.

On January 10, 1871, Mr. Draper was

married, and in the spring re-shipped as fireman on the Brockway and stayed on her the whole season, in the winter working for the Detroit Ship Yards. In 1872 he went to work for Chandler Bros., doing joiner work, and stayed in their employ five years, and while there put in some work on the Chauncey Hulbert. In the spring of 1877 he fired on the steambarge Annie Smith and the tug Quail, and in the winter worked at his old trade as carpenter. On April 13, 1878, he was appointed patrolman on the Metropolitan Police Force of Detroit, where he remained three years and nine months and did excellent work, being liked by everybody, but in the spring of 1882 he got the lake fever, and went as engineer on the John Owens, under the command of Capt. Phil Young, where he stayed one season. In 1883 he shipped as engineer of the steambarge James Davidson, and in October she was wrecked on Thunder Bay island. The life-saving crew got the Davidson's crew safely to the station, where they remained three days and were brought home by the tug Winslow. He then went engineering for the P. H. Kling Brewing Company, of Detroit, and in 1884 went engineering on the tug Seawing, remaining on her the entire season. In 1885 he was engineer for Peter Henkle at his wholesale grocery house, and in the spring ran Edwards Henkle's pleasure yacht Lucille. In the spring of 1886 he shipped as engineer on the steambarge Escanaba; 1887, engineer of the Chauncey Hulbert; 1888, of the passenger steamer Remora, plying between Detroit and Sandusky; on the tug Bennett, which was owned by J. & T. Hurley, and was sold to the Craneberry Lumber Company, of Wisconsin, and he had charge of the work rebuilding her, after which he took her up north to her owners, where he remained one season. In 1890 he was engineer of the wrecking tug Henry W. Johnson, working there one season; 1891, engineer of the barge Henry Houghton, remaining three months, and then went to work again for Peter Henkle, where he remained until 1893, then going as engineer for the Detroit Electric Light & Power Co. Remaining in this employ one year, he went to work for

the Detroit railway, starting with them when the first brick was laid for the power house, where he has remained as first assistant engineer ever since.

CAPTAIN NICHOLAS GEBHARD (deceased) was one of the oldest, most skillful and successful navigators of the Great Lakes. He was the son of Lorenz and Catherine Gebhard, who emigrated to America from France in 1831, coming direct to Buffalo, of which city Lorenz Gebhard was the first street paver.

Nicholas Gebhard was born in Alsace-Lorraine in 1824. He began his life work as cabin boy at the age of ten years, in this country, with Captain Standard, with whom he remained one season, and then went in the same capacity with Captain Webster. Just previous to his embarkation on the lakes, however, he engaged in the sale of peanuts and oranges on the wharf at Buffalo. He was subsequently, during the early years of his career, second mate with Captain Baxter in 1848, and first mate three seasons with Captain Anderson during the years 1849-50-51. In 1852 he bought the schooner Congress of Ira Cobb, and was her master during that season. In 1853-54 he was master of the Charter Oak, following this service with two seasons in the propeller Sun, and one season in the propeller Niagara, as master also. From the Niagara he transferred to the Potomac, which he commanded three seasons, and for two seasons was master of the Badger State, and next went on the Nebraska, in which he owned an interest. In 1872 the propeller Cuba was built by Charles Ensign, and Captain Gebhard, who owned an interest in her, commanded her until his demise in 1885. In 1836 he was with Capt. Webster on Lake Superior, the vessel they were on being the property of the American Fur Company. In those days the crew wintered wherever they happened to be frozen in. There were no locks at the Sault St. Marie canal at that time, and the vessel alluded to was built at Port Huron, taken to Detour, carried overland on wagons beyond Sault St. Marie on the river, put together there and launched on Lake Superior.

The death of Captain Gebhard, which occurred at his residence on South Division street, Buffalo, on June 26, 1885, caused unusual sorrow in the circles where he was known, especially among the old-time friends and acquaintances connected with the lake traffic. About four weeks previous to the day of his death, when he arrived at Buffalo on the propeller Cuba, of which he was master, he complained of being ill. Despite the advice of physicians and friends he remained at his post, but on the trip was hardly able to be about and attend to his duties. When the propeller reached her destination he was taken home a very sick man, and paralysis, setting in a couple of days later, soon brought him to the end of his earthly career. Captain Gebhard had frequently remarked that he would never leave the Cuba until he was carried off, and it so happened. He was thoroughly devoted to his calling, which, by native ability, good judgment and industry, he had made a successful one. Always of an enthusiastic disposition and good-natured, he readily made friends of those he was brought into contact with, and in the dullest, hardest times he was always cheerful and hopeful. He was a man of the strictest integrity, and was never known to impose on any one in the slightest degree. Should any of the large number who served under him be disposed to give their estimation of him, it could only be to say that he was a competent master and careful sailor.

Captain Gebhard was in his sixty-second year at the time of his death. He left a widow, Mrs. Caroline (Ottene) Gebhard, to whom he was married at Buffalo in 1848. A brief record of their children, all of whom were born in Buffalo, is as follows: George Gebhard, born October 28, 1848, married Delia Wayland, of Rochester, N. Y., and by her had four children, named respectively—Edwin, Bertha, Minnie and Albert. Caroline Gebhard, born September 18, 1850, married William J. Miller, a grocer; they have one child—Wilbert. Catherine Gebhard, born September 20, 1852, married George W. Richert, an agent; their children are named as follows: Leo George, Beatrice Eugene, Edwina and George W.



NICHOLAS GEBHARD.

Frank R. Gebhard, a sketch of whom follows. Lawrence G. Gebhard, a sketch of whom follows. Edward Gebhard, born September 5, 1862, is unmarried. William A. Gebhard, a restaurant keeper, born March 3, 1866, married Elizabeth Kibler; their children are Genevieve and William.

FRANK R. GEBHARD, born September 24, 1856, at Buffalo, N. Y., received his education at parochial schools and at the Niagara University, Niagara Falls, N. Y. He did his first sailing in 1872 as porter on the propellers Cuba and Roanoke; in 1873 was boy before the mast the entire season on the brig N. M. Standard; in 1874 was able seaman of the schooners Schuylkill and Levi Rawson; in 1875 and 1876 was helmsman of the propeller Cuba; in 1877 was second mate of the propeller Scotia; in 1878 was second mate of the propeller Java part of the season, and the balance as first mate of the propeller Alaska, of the Anchor line. In 1880 he was mate of the propellers Colorado and Roanoke, of the Commercial line; in 1881-82-83 and part of 1884 was mate of the propeller Cuba, of the Commercial line; the balance of the season of 1884 was master of the steamer Australasia, of Bay City. In 1885 he retired from sailing to engage in other business ashore, and was so occupied until 1890, since which time he has been occupied partly sailing and part of the time ashore, being mate during this time on several boats—the Saginaw Valley, Tioga, Russia and George Spencer. In 1881 he married Matilda Porcher; they have no issue.

LAWRENCE G. GEBHARD, the present chief engineer of the Spaulding Machine Screw Company, on Kensington avenue, Buffalo, N. Y., is a son of Capt. Nicholas Gebhard, whose biography appears above.

Our subject was born at Buffalo, October 6, 1860, and received his education at the public schools and at Canisius College, Washington street, Buffalo. For a short period in his younger days he was employed as clerk in a grocery store, and then spent about five years learning the machinist's trade at the King Iron Works, Buffalo. For

three months during the season of 1880 he was oiler on the steamer Boston. During the first two months of 1881 he was oiler on the steamer Montana, and finished that season and the succeeding one as second engineer of the same steamer. His next position was that of second engineer of the steamer Milwaukee, on which he sailed for a couple of seasons. In the spring of 1885 he fitted on the steamer Colorado and was her chief engineer for that season. He was then second on the steamer Commodore for a season and a half, and remained ashore the next two years, being engaged in the grocery business. In 1889-90 he was chief engineer of the Empire State, which later sank off Point Sauble, loaded with 875 tons of copper. During the seasons of 1892-93 he was chief engineer of the steamers Milwaukee and Northern Light, respectively, and for about three months in 1894 he was employed as foreman in John Mahar's machine shop. From there he went to the King Iron Works and remained until April, 1895, when he became chief engineer for the Spaulding Machine Screw Company, a position he has held up to the present time. Mr. Gebhard has been a member of the M. E. B. A., No. 1, fifteen years, and was a charter member of Keystone Lodge No. 50, and National Association of Stationary Engineers.

Mr. Gebhard was married in Buffalo, January 17, 1884, to Cecelia Logel, and they have two children: Gertrude, now (1898) aged twelve years, and Edith aged eight years. The family residence is at No. 259 Riley street, Buffalo, New York.

ROBERT A. CLARK was born at Clayton, N. Y., April 26, 1857, and for the following twenty years resided in that place. He is the son of Charles E. and Jane (Carr) Clark, who died August 12, 1894, and April 4, 1895, respectively.

At the age of fifteen years Robert A. Clark shipped on the Gen. Burnside, out of Clayton, and acted as horse boy one year. The following season he acted as seaman and cook on the Millie Cook and as watchman on the Main, then remaining on shore for four years in the employ of the Utica and

Black River Railroad Company. In 1881 he was fireman of the *Mayflower*, and in 1882-83-84 served in the same capacity on the *Belle Cross*, *S. C. Baldwin*, *Keystone*, *Oswegatchie*, and *Germania*. He acted as engineer of the *Annie Moiles*, and afterwards went on the tug *Rumage* as chief, and later as second engineer of the *D. W. Powers*. He left this boat and shipped on the *Sea Gull*, running from Georgian Bay to Bay City, and afterwards shipped on the *Schoolcraft* one season as second engineer. After spending five seasons as chief of the *Plowboy*, he went in 1895 to the *Charlie O. Smith*, and during 1896 was employed upon different tugs at Duluth and Detroit, coming to the *Lorman*, of the *Ruelle Company*, on Christmas, 1896.

On January 26, 1887, he was married to Miss *Ada J. Sayers*, of *Saginaw*. They have had three children: *Susie*, *Alice*, and *Agusta*, the two elder of whom are attending school at the present time.

FREDERICK HENNING was born in the city of *St. Catharines* in the year 1861, and attended the public schools of *Lockport*, *N. Y.*, for several years, and then went to *Montreal*, where he served his time with *Mitchell & Co.*, master machinists, who did a large trade in steam fitting, marine work, etc. About the earliest responsible engineering work in which Mr. Henning engaged was the running of one of the first consolidated locomotives on the *Canadian Pacific* railroad through the *Roger's Pass* in the *Rocky Mountains*, in the days of construction of snow shed work fifteen years ago.

The first steamboat on which he served was the tug *William Ross*, plying in the *Georgian Bay* service. He then went on the steamer *Cherokee*, running between *Collingwood* and *French river*. Seventeen years ago he went out to *Canada's* prairie province of *Manitoba*, and went on the steamer *Millie Howe*, plying on *Lake Winnipeg*. He went from her to the *Hudson Bay Company's* boat, the *Colville*, which was engaged in taking supplies to the various *Hudson Bay* posts on *Lake Winnipeg*. At that time a *Hudson Jack* had been hoisted at a spot at the head of the *Nelson river*,

which was said to be the most northerly point, navigable for steamboats, in *Canada*. However, Mr. Henning hauled down the flag and replanted it at a more northerly point, and there, in that far *Northland*, it waves proudly in the breeze to this day. Mr. Henning put the engines in the steam-barge *Red River*, and ran her for one season, her route being a round of *Lake Winnipeg* ports. She was afterwards burned and rendered useless. Nine years ago he went on the side-wheel passenger steamer *Aurora*, which also ran on *Lake Winnipeg* and is still in service. Then he took charge of the engines on the government tug, *Sir Hector*, which was engaged in dredging at the mouth of the *Red river*.

Then Mr. Henning went east to *Toronto*, and had charge of the ferry steamer, *Mascotte*, which was afterward destroyed by floating ice in *Sixteen Mile creek*, *Oakville*, *Ontario*. From this boat he went on the ferry steamer *Sadie*, now called *Shamrock*, and he then went to the upper lakes again, taking charge of the steam-barge, *Lothair*, which was engaged in the lumber business between *Cleveland, Ohio*, and *Blind River*. She afterward foundered off *Tobermoray*, her machinery, however, being recovered. From this boat he went on the steam-barge *W. B. Hall*, which ran between *Port Arthur* and *Kingston*. It is interesting to note that the engines on this boat were those that had been taken out of the famous tug *Robb*, which has become historic as one of the improvised gunboats on the *Niagara river* during the *Fenian raid* of 1866. Then Mr. Henning went on the ferry boat *Canadian* (now the *Thistle*), and remained on her until he was sent for to put the machinery in the new hydraulic dredge on the *Hudson river*. Last summer he rendered the same service on the hydraulic city dredge, the *Daniel Lamb*, in the *Toronto harbor*.

This gentleman had during the seasons of 1894-95 been on the pleasure steamer *J. W. Steinhoff*, the same boat on which he has charge of the engines at present, her name having been altered to that of the *Queen City*.

Mr. Henning is married, and with his wife and baby girl reside at No. 17 *Soho*

street, Toronto. He is a member of the Independent Order of Foresters, the Odd Fellows, and the Ancient Order of United Workmen.

JEREMIAH COLLINS is one of the foremost engineers on the lakes, and enjoys the respect and esteem of those who know him best. He has been a citizen of Milwaukee for many years, and bears an unimpeachable reputation for honor and integrity. During the thirty-two years he has held license as marine engineer he has occupied many responsible positions, and has been uniformly skillful in the handling of his machinery, owing doubtless to his mechanical ability and rare good judgment. Previous to obtaining his license from the United States, he had held Canadian papers for two years. He has been an ardent member of the Marine Engineers Association for twenty-five years, and has been honored by No. 9 of Milwaukee in many instances. He has been elected to the office of president of that body four terms, and was the incumbent when he was appointed assistant local inspector of boilers for the Milwaukee district. He has also represented No. 9 as delegate to the National convention four times, which is in evidence of the high regard his shipmates have for his qualifications. He is the son of John and Margaret Collins, both natives of Ireland, who came to the United States in 1846, first stopping at Brazier Falls, N. Y., the place where Jeremiah was born that year, on September 12. They located permanently in Cornwall, Ont., where both parents died, the mother in 1853, and the father in 1855, a victim of cholera which ravaged the country that year.

When Mr. Collins was fifteen years old he was apprenticed to the miller's trade in Cornwall, where he served two years. In 1863 he entered the employ of Calvin & Breck, of Garden Island, as fireman in the side-wheel towing steamer *Traveler*, plying on the St. Lawrence river, and after two years in that capacity he went before Canadian inspectors and passed the examination for engineer's license, and was appointed assistant on the steamer John A.

McDonald, retaining that berth two seasons, followed by a season on the steamer *Highlander*. It was in 1868 that Mr. Collins received his first United States papers, and entered the employ of the Goodrich Transportation Company as first assistant engineer of the side-wheel steamer *Comet*, closing the season on that steamer. The next season he was transferred to the *Corona*, and in 1870 to the *St. Joseph*, closing the season, however, as chief engineer of the steamer *Truesdell*, a position which he retained the following two years. In 1873 he opened a meat market, but returned to the lakes after two years as chief of the *Trader*. In 1877 he was again appointed chief of the steamer *Truesdell*, and ran her three seasons. He was then transferred to the steamer *City of Ludington* as chief, holding that position two seasons.

In September of 1882 Mr. Collins engaged by the year with the Flint & Pere Marquette Railroad Co., and brought out new the steamer F. & P. M. No. 2, commanded by Capt. John P. Duddleson, and after running her for five years, summer and winter, he brought out No. 3, of which he had charge until F. & P. M. No. 4 was built in 1888, when he brought her out and ran her five years. In the spring of 1893 Mr. Collins went with Captain Duddleson into the employ of the Roby Transportation Company, and was appointed chief engineer of the *George W. Roby*, and when the fine steel steamer *L. C. Waldo* was built in 1896 he brought her out and remained as chief engineer under a yearly contract until March, 1898, when he was appointed to the office of assistant local inspector of boilers of the Milwaukee district. As the candidates for office come under the test of civil service examination upon their merits, Mr. Collins is secure in the position without limit.

On January 14, 1873, Mr. Collins was united by marriage to Miss Isabella McKenzie, daughter of John McKenzie, of Cornwall, Ont., and his wife, Isabella (McCrea), whose father was a sea captain and was lost at sea. Of three sons born to this union, two have adopted the line of profession so intelligently followed by their father; John

D. is in the employ of the Western Transit Company; William A. is first assistant engineer of the steamer *Caledonia*, and Charles E. is first assistant of the steamer *L. C. Waldo*. The family homestead is at No. 319 Mitchell street, Milwaukee, Wisconsin.

CAPTAIN GEORGE B. MALLORY was born in Springport, Mich., in 1839, and during his infancy was taken by his parents to Sheffield, Ohio, where he acquired his education. His career as a sailor began in 1856, when he joined the crew of the scow *Cousin Mary*, on Lake Erie. In 1858 he had charge of the scow *Fair Play*, and gradually worked his way upward, becoming chief mate of the schooner *Willington*, owned by Alva Bradley, in whose service he remained four years.

In 1862, Captain Mallory built the scow *Mona*, engaging daily in the carpenter work himself, and when the bark was completed sailed on the lakes some time. Later he sold her, and then sailed the scow *Lime Rock*, after which he was connected with the schooners *Sea Bird*, *Buckingham* and *Eliza Gerlach*, sailing the last named for several seasons. In 1873 he was appointed master of the bark *William Jones*, owned by the firm of Reddington & Adams, of Cleveland, and remained in that position until the fall of 1879, with the exception of about two years when he had charge of the schooner *Red Wing*, at that time one of the largest vessels of its class on the lakes. In 1880 he began his service on steamers, joining the *V. H. Ketcham*, at that time one of the finest steamers on the lakes, the property of Adams & Delamater, of Cleveland, with which firm he was connected for seven years. The steamer was then sold to Pickands, Mather & Co., and Captain Mallory was retained in command until 1889, at which time he was transferred to the new steel steamers built to order for the Minnesota Steamship Company, and commanded several of them on their trial trips, while throughout one season he sailed the *Masaba*, owned by this company. In 1892 he went in the *Mariposa*, of the same company, at that time the largest steamer

afloat on the lakes, and sailed that vessel continuously until 1894, when he went in the new steamer *Victory*, of the Inter-Lake Company, of greater size than the *Mariposa*. In 1896 he was transferred to the steamer *Maricopa*, of the Minnesota Steamship Company, one of the 430-foot vessels, built in the most modern and improved methods of ship building and splendidly equipped. Captain Mallory was senior captain or commander of the entire Minnesota fleet of vessels managed by the firm of Pickands, Mather & Co., of Cleveland, overseeing all the new boats and bringing them out.

During his long and eventful career Captain Mallory has had almost perfect immunity from casualties of any kind, and is therefore regarded as an invaluable employe by underwriting firms as well as vessel owners. His care is remarkable, and his judgment is sound and wise.

In 1862 Captain Mallory was married to Miss Anna Faragher, a native of the Isle of Man, but residing at the time in Sheffield, Ohio. They have two children: Dr. Frank Burr and Margaret E., the son being now a professor in the medical department of Harvard College, Cambridge, Mass., and Miss Margaret, a teacher in the Central High School of Cleveland. The family are members of Dr. Sprecher's church and enjoy the hospitality of many of the best homes in Cleveland, their circle of friends being very extensive.

J. H. M. CLAGGETT. The Philadelphia & Reading Coal & Iron Co. holds a prominent place among the Buffalo anthracite coal shippers. This company has one of the largest coal shipping docks in Buffalo, and is capable of shipping 10,000 tons of coal per day. Its product is distributed and marketed in all parts of the United States where this commodity is used.

In January, 1894 J. H. M. Claggett accepted the position of Buffalo sales agent for this company, having previously spent three years in the same department of the Philadelphia office. He was born in Frederick county, Maryland, October 25, 1861; and in the schools of his native village re-

ceived his early education. After attending school for some time in Washington, he entered St. John's College at Annapolis, Md., and there completed his course. At this time he was nineteen years of age, and soon afterwards he entered the employ of the Indiana, Bloomington and Western railroad, being placed in the transportation department. He remained in this department until 1889, when he accepted the position of cashier and paymaster for the Ohio, Indiana & Western R. R., the re-organized Indiana, Bloomington & Western. In this capacity he remained until 1890, when he entered the transportation department of the Big Four. On January 1, 1891, he went to Philadelphia and accepted a position with the company which he still represents, having been promoted to his present position January 1, 1894. With them he now stands as a valuable assistant, and his services are highly appreciated, as his past experiences testify.

Mr. Claggett is unmarried, is a member of the Buffalo Club, and is well known in that city, and enjoys a large circle of friends.

FRED J. HARTMAN, of the fireboat *Detroit*, is one of the younger engineers on the lakes, whose devotion to their work has been the foundation for their present success. He was born May 9, 1873, at Baltimore, Mich., a son of John A. and Phillippine (Forber) Hartman, the former of whom has been connected with the lakes for about thirty-five years, twenty-seven of which he has held an engineer's license. Grandfather Hartman was a soldier in the Civil war and gave up his life for his country. His maternal grandfather was a soldier in the Mexican war, and also in the war of the Rebellion, and when, in 1898, war was declared against Spain, he expressed his regret that his advanced years would prevent him again entering his country's service.

Fred Hartman was but one year old when his parents moved to Detroit, and in the public school he obtained his literary training, but at the age of twelve years he left the school room and began to earn his own way. Previous to this he had carried

daily papers. His first employment was in the hotels, and at the age of thirteen he went on board the *City of Mackinaw* as porter, and there remained one season. The next year he entered the employ of Alger, Smith & Co., going as stoker on the *J. W. Wescott*. He held similar positions on the *T. W. Snook*, *Nellie*, tug *Parks*, *Orleans*, *Winslow* and steamer *Gettysburg*. The summer he was eighteen he sailed on the *Forest City*, and the following year served as oiler on the steamer *Fayette Brown*. He held the same position on the *Alex. Nimick*, and at the age of twenty-one he took the government examination for engineer's license, on which he received 1,250 tons. He then went on the barge *Toledo* as assistant engineer, where he remained for one season, then going on the *Henry Houghton* for a like period. The *C. H. Storkie* was his next field of operations, and from there he passed to the fireboat *Detroit*, where he still remains.

CAPTAIN FRED D. GALTON, is perhaps one of the youngest shipmasters on the lakes, who has attained to so important command as the ones with which he has been invested with during the past few years. His success, in being granted government license the second season he sailed, arises doubtless from the fact that he has been an amateur craftsman during his boyhood days on the *St. Clair* river, and being a descendant of a lakelifing family had acquired much nautical knowledge before the end of his school days, which were passed in *Algonac, Mich.*, where he graduated from the high school. He is the third son of Captain James and Margaret A. (Buck) Galton, and was born on *Hansen's island*, in September, 1864.

Capt. Fred D. Galton adopted the life of a sailor in the spring of 1884, when he shipped as wheelsman in the steamer *James P. Davidson* with Capt. H. McQueen, and remained in her until she was wrecked on *Thunder Bay island*. The crew reached shore in the yawl boat. The next spring he shipped with Captain McArthur as wheelsman in the steamer *J. R. Whiting*, and in 1887 transferred with the same cap-

tain in the steamer Hiawatha as mate, holding that berth three seasons. In the spring of 1890 he was appointed mate with Capt. C. Chamberlin in the steamer John Mitchell, followed by a season as mate in the steamer John M. Glidden. It was in the spring of 1892 that Captain Galton attained his first command, being appointed master of the schooner George L. Warming-ton, and the next season he sailed the schooner Sophia Minch. In 1894 he joined the steamer Onoko as mate, holding that berth two seasons. In the spring of 1896 Captain Galton was placed in command of the steamer William H. Gratwick, and has sailed her successfully three consecutive seasons, and is at present commanding the steamer John Mitchell. He has thirteen issues of license.

Fraternally Captain Galton is a Master Mason, a member of the Independent Order of Odd Fellows, and of the Ancient Order of United Workmen. He wedded March 14, 1894, to Miss Lizzie J., daughter of James Muir, St. Clair Flats, Mich. The children born to this union are: Marion Charlotte and Florence Grace.

CAPTAIN CHARLES E. BENHAM is one of the busiest and most enterprising men along the entire chain of lakes. He began his career as a sailor at the age of nine years, and has filled many positions of trust and responsibility from the age of fifteen up to the present date.

Captain Benham was born in Ashtabula county, Ohio, September 29, 1847, a son of Samuel Benham, who has charge of his son's vessel supply store on River street, in Cleveland. Captain Benham graduated from the Ashtabula high school, and removed to Cleveland when he was fourteen. He occupied himself during the winter seasons in school, and the summers, since his ninth year, on various lake craft. He also spent one year in a commercial college in Cleveland. From 1862 to 1883 he sailed continuously, as master of all classes of craft, from one hundred and fifty tons to two thousand tons burden. Following are a few of the vessels on which he has served in various capacities: scows—Union, Span-

ker, and Jim Hill; and schooners—America and Medbury. In August, 1862, he was appointed master of the scow Industry, after which he sailed the tugs L. H. Nichols, T. W. Notter, W. D. Cushing, J. H. Martin, Solon Ramage, and the river tug Samson; also the topsail scow Seabird, bark Indiana, the steambarge Fayette, and the steamers J. K. White, Hickox and Metropolis, and the V. H. Ketcham, of which he was part owner, besides numerous other vessels, of which he was in temporary charge in his capacity of wrecking master. During his career as wrecking master Captain Benham used the tugs Champion, Gillett and Adams, releasing the steamer Wallace and consort from the beach below Marquette, and was master of the powerful tug Samson, five years, which he owned. He accomplished some notable work in that branch of the business, as representative of the old Mercantile Marine Insurance Company (by whom he was employed seven years), now operating under the firm name of Foote & Maxson. He is still in charge of the marine department of the firm; also representing the Fire and Marine Insurance Company of Toronto, the St. Paul Insurance Company, and the Greenwich Insurance Company. Among the wrecks recovered by him may be mentioned the schooners Zach Chandler, Cormorant, George Sherman, James F. Joy, the David and Robert Wallace, etc. During the years 1894 and 1895 he has recovered several wrecks, among which is named the W. B. Hall, and he also stripped the B. F. Bruce. The job of wrecking the two Wallaces was attended with unusual danger and difficulty, both vessels being frozen up in the ice. Captain Benham shipped his pumps and other wrecking appliances by rail from Cleveland to Marquette, and on the passage up with the water expedition he stopped at Detroit and took along some of Captain Grummond's wrecking appliances. The water expedition reached the scene of the wreck before the pumps, etc., shipped by rail, were taken off the cars at Marquette. The expedition was entirely successful; both vessels were pumped out and floated without loss of life notwithstanding the precari-

ous conditions. Capt. C. E. Benham is also largely interested in the wrecking tug C. E. Benham, lighter Mentor, the steamers H. B. Tuttle, Nahant, Rube Richards, May Richards, Germanic, Edward S. Pease and consort Planet, the schooners H. C. Richards and Queen City.

He is now engaged in the brokerage business and the marine insurance business, making a specialty of marine surveying. He was connected with the municipal department of West Cleveland, being chairman of the waterworks board for three years, and was chairman of the joint committee on annexation. He was for several years chairman of the West Cleveland Republican club, a member of the infirmary board of Cuyahoga county for some time, and is at the present writing a member of the city council, and of the chamber of commerce of Cleveland. He was chairman of the navigation committee of the Chamber of Commerce for one term, and represented Cleveland in the session of the Deep Waterways Convention at Toronto. He has been a member of the river and harbor commission in Cleveland for three years, representing both the city and the Chamber of Commerce at different times. He has filled all the offices in the Ship Masters Association, and now holds the rank of past grand president in the Grand Lodge of that Association, and carries Pennant No. 234. He is also purser of Harbor No. 42, of the American Masters and Pilots Association. He is interested in several banks and a director in one; a member of the Lake Carriers Association and the Vessel Owners Association, and has always been very active in working for the improvement of channels, lighthouses, etc., maintained by the government, having often appeared before committees in Congress for this purpose. He is now serving on two commissions for the improvement of rivers and harbors, and was one of the compilers of the Rules of the Road at sea, termed the White Bill—Captains George P. McKay and William S. Mack (deceased) being the other two members of that commission.

Capt. C. E. Benham was wedded to Miss M. J. Prescott, of Boston, Mass., and seven children have been born to them.

The eldest son, Capt. Chas. A., was master of the steamer Sitka during the season of 1896; the second, Capt. William P., was master of the steamer Nahant during the season of 1896; the third, Capt. George E., master of the *Queen City*, in 1895; Robert is a marine engineer; Harry and two daughters, Eva M., the wife of J. A. Karr, one of Cleveland's young business men, and Jennie, complete the family.

WILLIAM H. CROWLEY, second engineer of the steamer *Pathfinder*, is yet a young man, one whose future in the marine world seems to be of no ordinary promise. He is the son of Michael and Mary (Cary) Crowley, both of whom were natives of Ireland.

Michael Crowley, father of our subject, came to America in his youth, and in New York learned the shipbuilder's trade, at which occupation he spent the greater part of his active life. From New York he removed to Detroit, thence after a time coming to Marine City, Mich., some thirty years ago, at which place he is still making his home. Here he bought a nice farm within the city limits, continuing his trade all along, however, being one of the pioneer shipbuilders of that city. He and his wife are now living in retirement in the enjoyment of ease and comfort, the reward of honest toil and judicious economy.

William H. Crowley, whose name introduces this sketch, was born on the homestead, in Marine City, December 12, 1872, and attended the public schools of the locality until he was sixteen years of age, and also working on the farm until 1890. At that time he commenced his marine life, to which he has since devoted his energies, going first on the steamer V. H. Ketcham (in the building of which his father had much to do), as wheelsman, which position he held one and one-half years, and then served as oiler on the same vessel for half a season. Later he spent part of a season on the steamer *Pueblo* as fireman, afterward going on the steamer *Pathfinder* as oiler, continuing as such until the spring of 1896, when he accepted his present position, that of second engineer on the same vessel.

Mr. Crowley is a brother of Capt. F. J. Crowley and Edward Crowley, both of whom have been sailing the lakes for several years, F. J. being at the present time captain of the steamer Maruba.

On January 18, 1898, William H. Crowley was married at Marine City, Mich., to Miss Johanna Antons, daughter of John and Pauline Antons, all of Marine City. Socially, our subject is a member of the M. E. B. A., at Marine City.

CHAPLAIN JOHN DAVID JONES, who is a strong and earnest worker for the cause of Christianity among the sailors who reach the port of Cleveland, was born April 30, 1845, at Cleveland. His father was a local Methodist preacher, and one of the owners of the first rolling-mill built at that port.

Our subject commenced sailing in 1852 with Capt. Solon Ramage on the schooner *Wings of the Morning*, and remained in various capacities on the vessels of Captain Ramage, and with other lake masters for twelve years. He then sought salt water, and took service on merchant vessels. In 1861 he enlisted in the Seventh Ohio Volunteer Infantry, but after serving one year he joined the navy and was appointed carpenter on the gunboat *Yantic*, on which he remained two years. While fighting at Fort Fisher a one-hundred-pound pivot swivel gun burst, killing the gunner and the officer of the division, the two men standing nearest to the Chaplain. This was the first attack under General Butler. At the second attack under General Terry, volunteers were called to go with Lieut. W. B. Cushing, the hero who destroyed the Rebel ram *Albemarle*. The purpose of the expedition was to storm Fort Fisher. Chaplain Jones was one of the sailors who accompanied him. He stood by the side of Lieutenant Porter when he was shot. A squad of seven or eight men who were with him were all killed or wounded. "This," the Chaplain said, "was the most trying moment of my life, and I thank God for his great mercy."

After his service he returned to the lakes, and went as watchman on the propeller *Winslow* with Capt. Robert Ander-

son, who was considered in those days one of the most skillful and able navigators on the lakes. He had previously sailed on the bark *Pomeroy*, which he laid up in Chicago at the end of the season. After his service with Captain Anderson, he went as mate on the schooner *N. C. Winslow*. The Chaplain also sailed on the following vessels: *T. P. Handy*, *William Case*, *Champion*, *C. C. Cooper*, the bark *Bridge*, and many others. Chaplain Jones asserts that he never had command of a vessel for the reason that he was a victim of drink. His conversion from one of the wildest of sailor men to Christianity and right living took place in 1868, soon after his return to the lakes, after his thrilling experience on salt water, and his good work in the *Floating Bethel* dates from that time. He has now been engaged in *Bethel* work thirty-one years. It can be truthfully said of the *Floating Bethel*, of which he is the founder, that to the poor the Gospel is preached, the sick are visited, and the wayward reclaimed. Quoting the words of Rev. J. S. Reager, "Chaplain Jones knows their sorrows, knows their sick fathers and mothers, knows the calamities that have come into their homes; everything connected with their lives seems to have come to the knowledge of this man."

Chaplain Jones quells the unruly in his meetings with the same vigor and earnestness that is a marked feature in his discourses to the unfortunate and erring. On the dock front in the *Floating Bethel* there is a commodious reading room for the unemployed. It is generally well filled, and the good order kept there is something to marvel at. In a book lately published on the charities of Cleveland, speaking of this *Bethel*, an old captain says: "There is no work equal to it on fresh water." W. H. Doan, the philanthropist, at one of the *Floating Bethel* board of directors' meetings, said: "I know of no work where more is accomplished with the amount of money it costs, or where God's blessing is to be more seen than at the *Floating Bethel*."

The *Floating Bethel* has become an necessary institution, and Chaplain Jones a necessary instructor, at the port of Cleve-



Rev. J. H. Jones

land, and this is testified to by the generous manner in which this work is recognized by all classes of citizens. In 1895 he received a handsome present, amounting to \$6,183.-75, for the purpose of lifting a mortgage from his home, which his generosity to the poor of the city had caused him to negotiate. Two years ago he conceived the idea that with a boat nicely fitted up and mounted on wheels he could reach many people who were not in the habit of going to church. He went to Detroit and visited the different boat houses until he found a boat suitable for the purpose. He paid \$50 for one and brought it to Cleveland, mounted it on wheels, and the boat was soon in commission. He then cruised in the different parts of the city with a crew of singers, and did much good in spreading the Gospel in this novel manner. The officers of the Floating Bethel are Capt. Thomas Wilson, president; Capt. George Stone, first vice-president; Stiles H. Curtiss, second vice-president; C. O. Scott, treasurer; H. F. Lyman, secretary; J. D. Jones, chaplain and superintendent.

Chaplain Jones is a man of striking physique, having a very expressive face and of commanding appearance. His armless sleeve is caused by his losing an arm in a railroad accident, during his railroad career. He was married, in 1868, to Miss Lydia Pepperday, organist of the old Bethel at that time. Eight children have been born to them, four of which are living: Loren P., John D., Jr., Lida and Ella.

DANIEL W. CHIPMAN was appointed United States local inspector of boilers for the Milwaukee district on April 18, 1890, retaining that position at this writing. He has had a varied and interesting, as well as useful, life, and has won the office he now holds in the government service not only by merit of fitness, but by the honorable part he took during the Civil war. He has been a resident of Milwaukee over half a century and highly esteemed as a citizen and energetic business man. Although there were intervals when he was absent from the city, he always held it to be his home.

Mr. Chipman was born on July 10, 1836,

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in Essex, Chittenden county, Vt., and is a son of Hiram and Levonia (Searles) Chipman, both natives of Vermont and descendants of the Chipman family of Mayflower fame, noted for its warriors, statesmen and judges, some of its members participating in the French and Indian wars, the Revolution, the war of 1812, the Mexican war and the war of the Rebellion. In the Civil war Daniel W. and his two brothers, Alonzo S. and John Q. A., were engaged. Alonzo served as an engineer in the United States navy on board the gunboat Galena, and was in the engagement at Fort Darling on the James river. John Q. A. enlisted in the Twenty-sixth New York Artillery, and saw much active service, and was with General Banks on his Red river expedition, and also participated in the battles of Prairie Grove, Spanish Fort and Blakeley. Soon after his term of enlistment expired he re-enlisted in the United States army for five years, and served most of the time on the Plains. He died in 1895.

Daniel W. Chipman removed with his parents to Milwaukee in 1846 and became a regular attendant at the public schools for five years, and in 1851 entered the employ of a Milwaukee dredging firm as engineer. The next spring he went by stage to Portage and helped fit out the steamer Star, going with her down the Wisconsin and Mississippi rivers to Rock Island, where she was put on a route on Rock river to Sterling. He left her there that fall and returned to Milwaukee. In the spring of 1853, he shipped as porter on the propeller James Wood, afterward going to the Niagara river where he was employed as second engineer on the steamer tug Potent, his brother Alonzo being master, and engaged in towing on the Chippewa and Grand rivers to Tonawanda. That fall he joined the steamer General Taylor as porter with Captain Fayette. The next spring he became second engineer on the steamer Rossiter, and that fall was employed as engineer of the wrecking pumps in the interest of the insurance companies, for two seasons, working winters in railroad and machine shops and running the engine in an elevator. In the spring of 1856 he helped to put the shaft pipes in the

propeller Allegheny, but did not sail that season. Like many other young men at this time, he contracted the gold fever and started for California, leaving New York on March 20, and, going by way of the Isthmus of Panama, reaching San Francisco about April 20. He went up into the Placer county mines, where he acquired some claims and finally engaged as cook for a company of miners. After two years of fairly good success, Mr. Chipman went up the Frazer river to Port Hope for the purpose of mining, but, as it was too early in the season, returned to Victoria, and together with his cousin, Frank Dustin, engaged in the wood trade with a small boat—among other deliveries being one of forty cords to a steamer in Esquimaux bay about to engage in the Frazer river trade. This was the second steamer of Frazer river. That fall Mr. Chipman returned to San Francisco and joined the full-rigged ship *Anglo Saxon* as steward, bound for the Sandwich Islands for a cargo of oil and bone consigned to New Bedford, making the passage around Cape Horn and arriving at her port of destination in April, 1859. The ship *Anglo Saxon* was captured and destroyed by a Confederate privateer during the Rebellion. Mr. Chipman then went to Buffalo where he shipped as second engineer of the propeller *Mayflower*. On reaching Chicago he went before the board of local inspectors at that port and received his license as engineer, remaining in the *Mayflower* the balance of the season. In the spring of 1860 he was appointed second engineer of the steamer *Mendota* and the next spring second of the *Wenona*, retaining that berth until September, 1862, when he shipped as chief of the propeller *Baltic*, which was equipped with side-wheel screws.

Mr. Chipman came out in the spring of 1863 as second engineer of the steamer *Galena*, and in August transferred to the *Idaho* as second engineer, and went to New York at the end of the season, where he passed an examination for naval service, and was appointed second assistant engineer and ordered to the United States steamer *Proteus*, commanded by Capt. R. W. Shufeldt. At the end of a year Mr. Chipman passed

examination and was appointed first assistant engineer, was assigned for duty on the United States steamer *Proteus*, remaining until the spring of 1865, when he was honorably discharged. During the time he was in the *Proteus* she cruised in the waters made doubly historic by the events of our war with Spain. While on the blockade the *Proteus* captured the blockade-running steamers *Ruby* and *Jupiter* and several small schooners, and Mr. Chipman, as engineer of the prize crew, took the *Ruby* into Key West. One small dilapidated schooner which was captured in the Gulf of Mexico had on board a barrel of blue mass and other valuable medical stores. Among the trophies falling to the lot of Mr. Chipman was a copper stencil plate bearing the name of Miss *Ruby Mallory*, daughter of the secretary of the Confederate navy, used to print visiting cards, and a box containing Parisian finery for the young lady.

On returning to the lakes in 1865 Mr. Chipman was appointed chief engineer on the steamer *Mendota*, but in August he transferred to the *Wenona* as chief. The next year he went to the Mississippi river and took charge of the steamers *Northern Illinois*, *Iowa* and *Pine Bluff*, plying on the Mississippi river and running the upper rapids in connection with the Western Union railroad from Dubuque to Rock Island. In the spring of 1867 he returned to the lakes, and was again appointed chief engineer of the steamer *Wenona*, which office he held two seasons. In 1869 he was transferred to the steamer *Fountain City* as chief. That fall Mr. Pease sold his vessel property to the Western Transit Company, and in the spring of 1870 Mr. Chipman purchased an interest in the steamer *General Payne*, and ran her on Traverse bay. That winter he built the tug *Dick Davis* and took her to Michigan City, running her under charter to the government. In 1872 he became chief engineer of the steamer *Ironsides* and the following winter he, with F. C. Maxon and M. O. Parker, built the tug *F. C. Maxon* and established a tug line at Milwaukee composed of the tugs *Dick Davis* and *F. C. Maxon*, which he conducted successfully two years, when he sold his one-

third interest in the Maxon and purchased the other one-half of tug Dick Davis, thus becoming sole owner.

In 1875 Mr. Chipman started in commission business, dealing in wood, cedar posts and bark, and traded the Dick Davis for the tug G. W. Tift, which he afterward sold to Scofield & Co., of Sturgeon Bay. The next year he associated with C. S. Raesser, under the firm name of Chipman & Raesser, in the wood and lumber commission business. This partnership remained in force for ten years, when it was dissolved, Mr. Chipman continuing in the business until 1890, when he was appointed to the office of the United States inspector, which he now fills. During the time that he was in the commission business the firm owned the schooners L. J. Conley, Leo, Christy, R. P. Mason and Pierrepont, and built the Susie Chipman (of which they were five-eighths owners), rebuilt the G. T. Burroughs and Lydia E. Raesser, also owned the M. N. Dunham (afterward used as lightship at Milwaukee), and had an interest in the schooner Lomie A. Burton and Napoleon. His appointment as inspector necessitated the sale of the vessel property, and Mr. Chipman has invested much of his capital in Milwaukee real estate, his family homestead being at No. 348 Madison street.

Socially, he is a thirty-second-degree Mason, a companion of the Council, and a Noble of the Mystic Shrine; an honored member of the Old Settlers Club; a member of the E. B. Wolcott Post, G. A. R., and was the first president of the Milwaukee Lodge No. 9, Marine Engineers Beneficial Association.

In January, 1861, Daniel W. Chipman was wedded to Miss Susan M. Consaul, of Milwaukee. The children born to this union are Daniel W., Jr., chief engineer of the steamer Niko; Bertha L., who died at the age of seven; George Perkins and Charles Richmond, twins, the latter dying young, and the former being chief engineer of the steamer G. W. Westcott; Susan Mary, now wife of G. D. Francey. Mr. Chipman's wife died in 1878, and on December 23, 1891, he contracted marriage

with Miss Helen Tutkin, of Milwaukee, Wisconsin.

CAPTAIN WILLIAM WADSWORTH, was born June 17, 1830, at Sandusky, Ohio. He comes from an old family of many brilliant historical connections in Connecticut, being removed but four generations from Capt. Joseph Wadsworth, whose life was so closely connected with the Charter Oak. His father, Samuel Wadsworth, was for many years of his life a sailor on the Great Lakes, and prior to this career was a master on the salt water. He removed to Sandusky in 1828, and died on the schooner *Ligure*, at that place in 1832.

The subject of this sketch removed to Huron, Ohio, in 1832, when two years of age, and received a common-school education in that place, and afterward removed to Milan, Ohio. In his fourteenth year he left home and went as cabin boy on the *Blue Bell*, built at Huron. He remained on her two seasons, and then went before the mast on the *Washington Irving*, from her to the *California*, and then to the *Buckeye*. In 1849 he was on the six-oared government cutter, which was attending to the building of Point Waughoshance lighthouse in the Straits of Mackinac. The following winter he went to New York City and there spent three years in the carpenter's business, after which he returned to his home in Ohio and went on the steamer *Queen of the West*, as carpenter. While on the *Queen of the West*, when she was in Cleveland one night, he saved the life of Philetus Francis, who had been thrown into the river at the railroad pier by frightened horses. This act showed great bravery, being done at the risk of his own life, and deserves mention as an example of well directed service.

In 1857 he sailed as captain of the *Berlin*, and remained on her three years. In 1860 he went on the *Nonpareil*; in 1861, 1862 and 1863 he was on the *Ironsides*, and for the next five years on the bark *John P. March*, of Vermilion. He then engaged in the lumber business in the firm of Richardson & Wadsworth, at Cleveland, where he remained five years. For a period of five years he was again engaged on the lakes,

and then went to Wellsburgh, W. Va., and there carried on the lumber business. Since that time he has been employed the greater part of the time in Cleveland, where he has made his home since 1869. In the winter of 1848 the steamer Baltimore, belonging to Mr. Strong, of Monroe, Mich., but now of Detroit, was lying at the port of Huron. Four men, including Mr. Wadsworth, tried to take her to Monroe, and had nearly reached their destination when the ice prevented further progress, and they were compelled to return. The boat was one that generally required a crew of fifteen men.

Captain Wadsworth was married December 8, 1855, to Miss Nancy E. Balcom, an own cousin to Thomas A. Edison, the noted inventor. A daughter, Marietta, remains at the home of her father; a son, Charles C., born September 20, 1866, is married and resides at Cleveland. The youngest, Percival O., twenty-one years old, is a member of Troop A, First Ohio Volunteer Cavalry, and with that regiment started for the front during the Spanish-American war.

Captain Wadsworth was a pioneer in the Marquette and Escanaba trade, and is well known by all lakefaring men and in Cleveland, Ohio, has a large circle of friends. He has been a member of the Masonic fraternity for over forty years, and is of high standing in that order.

JOHN J. HILL, a noted shipbuilder and expert draughtsman, is an American of old New England stock, his father, John Hill, having been born in Danby, Vermont, and his mother, whose maiden name was Jerusha Culver Freeman, in New London, Conn. His paternal grandmother was named King, and was a descendant of an old Puritan family. Capt. Samuel Freeman, the grandfather on the maternal side, was a noted ocean navigator and was in command of a full rigged ship; he was in harbor at Port au Prince at the time of the massacre of the whites by the negroes. Grandfather Hill removed from Vermont in 1817, locating in Mansville, Jefferson county, N. Y.; in his family were Elisha; Joseph; Job; John;

Enos; Charles; and Julia Ann, who became the wife of a Mr. Leland, a volunteer in the Civil war (he was killed in battle in 1863). Grandfather Freeman removed from New London, Conn., to Oswego, N. Y.; in his family were the following: Jerusha, mother of our subject; Mary, who married William Kniffin, of Oswego; and William, who went to South America when he was seventeen years old, and was never heard of until after his death.

To John and Jerusha Culver (Freeman) Hill were born: Edward, who died in the year 1877; Charles, who died February 11, 1897; Mary, who died in 1848; John J., mentioned below; and Helen, who became the wife of William H. Watters, a banker in Miller, Hand Co., S. Dak., and died at Aurora, Neb., in 1878.

John J. Hill acquired his education in the public schools of Sodus Point, N. Y., and in the year 1858 went to work in the shipyards of Henry Doville and David Rogers at that place, remaining three years. He then went to Olcott, N. Y., thence to Pultneyville, where he lengthened the schooner Petrel for Capt. Brit Brewer. He then went to Chicago and entered the employ of Doolittle & Alcott, shipbuilders, remaining about one year. In 1864 he returned to Pultneyville, thence to Cooper's Town, N. Y., where he built two yachts, a club boat and several small pleasure boats, and after a visit to Albany he returned and built the schooner John J. Hill, eighty-nine tons register. That fall he again went to Chicago, and was employed in the shipyard of Doolittle & Alcott. In the spring of 1865 he shipped before the mast in the schooner Mediterranean, and after leaving her helped to build the schooner William Hunter. In 1866 he associated with W. B. Morley in the ship building business at Sodus Point, and after rebuilding the schooner S. P. Johnson, he engaged as foreman in George F. Hardin's shipyard at Charlotte, N. Y. In 1868 he went to Vermilion, Ohio, and worked on the schooner Annie P. Grover. After the completion of that contract, he entered the employ of E. M. Peck in Cleveland, who was building a steamer for the Northern Transportation

Company. This was followed by shipyard work in Toledo for D. & J. E. Bailey, and in Springwalls Dry Dock in Detroit; thence to Port Huron, where he worked for Fitzgerald, and finally to Chicago. In 1869 he went to Marine City and again formed a partnership with W. B. Morley under the firm name of Morley & Hill, which has continued in force up to this time; Mr. C. T. Morley, in the meantime, has also been admitted as a partner. Mr. Hill has built several vessels in addition to those constructed by the firm, namely: The steamer Robert Holland, schooner Planet, steamers Minneapolis, Abercorn, City of New Baltimore, Northerner and Santa Maria. At times, in 1870-71, when his shipyard was slack, he worked in Fitzgerald & Layton's yard at Port Huron.

Mr. Hill is a thirty-second-degree Mason, a Noble of the Mystic Shrine, a member of the Knights of Pythias, and of the Ancient Order of United Workmen.

On April 23, 1872, Mr. Hill was wedded to Frances Cornelia, the talented daughter of Robert P. and Eliza (Tressler) Durling. One daughter, Mabel Maud, is the only child born to this union. The family homestead is a fine structure on Main street, Marine City, Mich., and though it contains many works of art, Mr. Hill and his good wife look upon their daughter as the chief ornament. Miss Mabel is a graduate of St. Mary's Academy at Monroe, Mich., which she attended seven years; her diploma gives her high honors in her class, especially as an artist of rare merit. She has had instruction from excellent teachers, and by virtue of her intuitive taste for art has become a skillful worker. The walls of her home have been adorned with delightful landscape paintings in oil, water color and pastel; her embroidery on satin, some of which has been upholstered, is so natural in design, so rich in execution as to recall the famous contest between the ancient Greek painters, Zeuxis and Parrhasius. There are also many handsome pieces of fruit and flowers in wax, and a delicate hand-painted set of china. Among the other gems of which this young lady is the designer are portfolios filled with pretty sketches and

several marine subjects, which are treated as well on canvas as are builded the ships on the stocks by her father. Of a truth, Miss Mabel has, by inception and industry, made the interior of her home an abiding place of art.

CAPTAIN FREDERICK L. R. POPE, one of the best known men of the lakes, and now United States inspector of hulls for the district of Buffalo, was born on December 9, 1832, at Saxe-Weimar, in the Province of Saxony, Germany, the son of Christian Frederick Joseph and Josephine (Pope) Röhr. The adoption of his mother's maiden name as the surname of our subject was due to a similar adoption by his brother, Charles Frederick, who, when twenty-one years of age, became a professional actor, and selected as his professional appellation the maternal family name. The brother won fame and fortune in his profession, and our subject, in his youth also for a brief time followed the histrionic art, and adopted the name his brother had chosen and to which he had equal right. The name Pope is one of the oldest and best known in the Fatherland, and one variation in the orthography is Pabst.

The father was a millwright by trade, and, when our subject was a babe, migrated to America, settling in Rochester. There until his death in 1849 he followed his trade. His widow survived until 1876. Of the four children, two, Albert and Wilhelmina, died in Germany; Charles R., who became an actor of national reputation, has also been prominent in politics, and during the administration of President Harrison was United States consul at Toronto. His success in life was due to his own efforts and his name must be added to those bright, scholarly, self-made men who in their early days followed the Erie tow-path.

Frederick Pope in his boyhood days attended one of the public schools of Rochester for a year, and a German school for six months. That was the limit of his educational equipment, with which he had to fight the battle of life. When a lad of eight years he found employment in a tobacco factory at a salary of \$1.25 per week, and

with his meager earnings assisted in the support of the family. He had a natural love for books, however, and spent much of his time in reading. Especially when on the sea, where later he spent seven years of his life, he made friends with the best books he could acquire, and thus laid the foundation, which has so ably supplemented his large store of practical knowledge. Until he was nineteen years of age he remained most of the time at home engaged in various kinds of employment; but there was in him a dash of the romantic, coupled with the restlessness of a traveler. At eleven years he was waiter and porter in the packet boat Toledo, on the Erie canal, at twelve years he was for a season with Howe's circus, and when thirteen he ran away from home, and at Buffalo shipped on the schooner DeWitt Clinton, sailing out of Buffalo and Cleveland.

In 1852 he left home for New York. His brother was then general utility man with Edwin Forrest at the old Broadway theater. Our subject secured an engagement at the Globe theater with John R. Scott, the great tragedian, and there played for three or four months, and for about the same length of time he played at the old Chatham theater. But the taste for a seafaring life won in the struggle that occurred in the young lad's mind. Going to New Bedford he shipped in the whaling ship Majestic, and remained with her until 1857. Discharged at the Sandwich (now the Hawaiian) Islands, he, a few months later, shipped to New Bedford in the bark Manuel Orteas, arriving in New York City, April, 1857.

In July of the same year Captain Pope came to Buffalo, and through the friendship of Charles Barton Hill, then a bookkeeper for the L. S. & M. S. R. R., but now an actor of fame, secured from Captain Perkins an appointment as quartermaster, or wheelsman, on the steamer City of Buffalo, then one of the Michigan Southern line, plying between Buffalo and Toledo, and sailed for the season. In 1858 he shipped before the mast on the bark Great West, Captain Robinson. In 1859 he shipped as quartermaster on the propeller Winona, Capt. Huff, of the New York Central line, plying between Buffalo and Chicago. In

the fall of that year, while the boat was loading at Chicago elevator Captain Pope fell into the hold of the vessel and was seriously injured. He was taken to Buffalo and made ship-keeper for the winter, sailing in the Winona again as watchman in 1860.

In 1861 he shipped as second mate on the Fountain City, and the same year was licensed as second-class pilot. The two following seasons he continued as second mate and was then promoted to first mate, serving in that capacity through the years 1864-65. In 1866 he was mate of the Atlantic, running from Buffalo to Cleveland; in 1867 he was mate of the Arctic between Buffalo and Toledo. In 1868 Captain Pope was appointed master of the propeller Congress, and commanded her for three seasons. During the season of 1870 he was master of the propeller Araxes of the New York Central line, plying between Buffalo and Toledo. In 1871 he commanded the passenger steamer Arctic, of the New York Central line, between Buffalo and Chicago; in 1872 he commanded the freight steamer Eclipse, and the two succeeding years he was in charge of the passenger steamer Passaic, of the Union Steamboat Company, plying between Buffalo and Chicago. In 1875 he was mate of the passenger steamer Comet from Buffalo to Duluth. Beginning in the season of 1876 Captain Pope took charge of the iron freight steamer Java, a twin screw, and remained with her until she was lost in Lake Michigan in the fall of 1878, foundering in 750 feet of water, caused by breaking of the shaft. The entire crew was saved. Captain Pope was then immediately assigned to the command of the Colorado of the same line, and remained with her until 1882, in the fall of which year he took command of the steamer Fred Mercur, and was with her until the fall of 1883. The season of 1884 he passed as mate of the George King.

Quitting the lakes temporarily, Captain Pope was for two years conductor on the Manhattan railroad, and on returning to the lakes in 1887 he that season was mate of the City of Cleveland. In 1888 he was mate of the Rochester and Majestic.

Captain Pope was transferred to land

duty in 1889 by the appointment as assistant inspector of hulls, being the first appointee to that office, and holding the position until December 25, 1897, when efficient service secured for him promotion to the office of United States local inspector of hulls for the district of Buffalo, the appointment coming from Secretary of the Treasury Lyman J. Gage. In this capacity he succeeded Captain Marion, and he still holds the important office. Captain Pope is to-day one of the best known vessel men of the Great Lakes, and his success he owes wholly to himself. He has been a member of the Ship Masters Association, and is a prominent member of the DeMolay Lodge No. 498, F. & A. M.

In 1858 Captain Pope was married to Miss Sophia Ann Trimlett, a native of Cobourg, Ontario. She died in 1893, leaving a family of three children. Of these, Virginia is now the representative of a large drug house of Philadelphia, and by her success upon the road has demonstrated her rare capacity and talent for a business career. The other two children, Ada and Charles, are at home.

CAPTAIN WILLIAM E. RICE, custodian of the Harbor of Refuge at Sand Beach, Mich., is the son of Versal and Samary Rice, and was born at St. Johns, New Brunswick, April 28, 1842, of American parents, who were temporarily residing there. In the fall of the same year, he removed with his parents to the United States, locating at Buffalo, N. Y., where they remained two years, then removing to Dunkirk, N. Y., remaining there only one year. Late in the fall of 1845 they removed to Detroit, Mich., and soon after his father became master of the steamer Red Jacket, plying between Detroit and Port Huron. His father then became infatuated with the lumbering business and removed his family to St. Clair, Mich. Soon after, resigning his position as master of the Red Jacket, he engaged as superintendent of the lumbering firm of Parker & Rice (the latter a brother), and shortly after with Wesley Truesdall, with whom he remained until his death at St. Clair, in 1849, leaving the mother with

five sons, the oldest being fifteen years of age, and William E. but seven years. The family being left in somewhat poor circumstances (owing to the long sickness of the father), it became necessary to use the greatest economy, and at that it was a hard struggle for the brave mother. At the age of nine years, William E., on his own hook, looked up a job and went to work in the sawmill of William Oakes at St. Clair, being at work for a contractor and earning \$15.00 when he was taken sick and had to give up the situation. He has always regretted that he was not taken sick sooner, as he never succeeded in collecting the \$15.00, and now counts it a dead loss. His school privileges were very limited, but his practical education is now quite extensive and was acquired by the constant and varied experience in connection with the world, and it may be said in this connection he has not been worsted. He is a man of strong convictions and self-reliant power, in fact one who may be termed a self-made man; without any particular assistance from friends, and without the influence of money to aid him, he started in life and has been successful. Usually he is quiet and unassuming, but in conversation on topics of interest to him he is a strong and forcible speaker, and the trend of his thoughts gives evidence of a well stored mind. Above all he is patriotic, espousing the cause of his adopted country in its struggle for life as readily as if it had been his own quarrel. Early in the Civil war (1862) he enlisted in Company E, 22d Mich. Vol. Inf., at St. Clair, Mich., and remained in the field until the close of the conflict, being honorably discharged July 14, 1865. He was with his regiment in the battle at Wauhatchie, near Lookout Mountain, and saw the famous battle above the clouds on Lookout Mountain, although his regiment took no active part in this battle. The regiment having been attached to the engineer corps of General Thomas, or the Cumberland army, was detailed, built and laid the pontoon bridge for Sherman's army to cross the river above Chattanooga, preceding the battle of Missionary Ridge, and was thereafter with General Thomas' army until the close of the war, including the engagements of Sherman's campaign to

Atlanta. They returned with Thomas' army to Nashville, but were detailed to remain at Chattanooga, where they still were when ordered to be mustered out of the service. Mr. Rice was promoted to the rank of first sergeant of the company just before the Atlanta campaign, which rank he held when mustered out of the service. On returning home at the close of the war Captain Rice located at Alpena, Mich., and engaged in the arduous task of lumbering, and from the station of a laborer he reached the top of the ladder, being appointed foreman of the largest mill in Alpena, that of F. N. Barlow & Co., remaining in that position until 1872, when he was engaged as superintendent of the long timber business of Ives, Green & Co., of Detroit, Mich., where he remained two years. He then resigned to accept the position of general superintendent of the extensive lumbering and mercantile firm of Geo. L. Colwell & Co. at Au Sable and Harrisville, Mich., in which position he remained nine years.

Captain Rice had invested his savings in vessel property, having first purchased a quarter-interest in the steambarge Mackinaw, and resigned his position with Geo. L. Colwell & Co. for the purpose of devoting his time to the vessel business. Soon after, with Mr. Van Buskirk, he purchased the whole of the Mackinaw, and later on the steamer T. W. Snook, two years later sold the Snook, and the Mackinaw was destroyed by fire in 1889. Captain Rice, on his connection with the vessel business, at once took command as master of the Mackinaw, and general manager of the vessel in which he was interested. After the loss of the Mackinaw Captain Rice purchased the steamer Rhoda Stewart and became sole owner, and to-day owns in addition the barge Magnet, besides an interest in several other barges. Captain Rice sailed the lakes as master for seventeen years, and finally retired to accept the government position of custodian of the harbor of refuge at Sand Beach, Mich., where he is now located.

Captain Rice has been president of Port Huron Lodge No. 2, of the Ship Masters Association, for three terms, and was vice-

president of the Grand Lodge of that association two terms; at the last annual session of the same, held in Milwaukee in February, 1898, he was elected to the highest office in the association, that of grand president. He is an ardent and active worker, and at all times deeply interested in the welfare of the association. He is also a Knight Templar Mason and a member of the Mystic Shrine.

While on detail in 1864 as recruiting officer from the army, Captain Rice was married to Miss Mary Brabant, with whom he had been acquainted from early childhood. She died in 1870, leaving two children: Minnie, now Mrs. Louis F. Yearn, and Charles H., who is now an engineer on the lakes. In 1873 the Captain was again married, his second union being with Miss Mary Ripkey, of Port Huron, Mich., in which city the Captain lived the ten years preceding his removal to Sand Beach, in July, 1898.

C. F. BIELMAN. The management of the freight and passenger business of the Star-Cole-Red & White Star lines steamers, is in the hands of C. F. Bielman, under the title of general traffic manager; his duties covering the business of all five steamers operated on the Detroit-Port Huron and Detroit-Toledo routes. As these boats are owned and operated by four corporations under a pooling arrangement, it is evident that the position demands the services of a clever accountant, as well as one versed in the methods of keeping freight and ticket accounts.

Mr. Bielman was born in Detroit in 1859, and was educated in the public schools of that city. He began steamboating when twenty years of age, as clerk of the R. J. Gordon, running from Algonac to Port Huron. After one season on this boat, he became clerk of the Evening Star, then owned by the Detroit & Cleveland Steam Navigation Co. When the first steamer, City of Mackinac, came out in 1880, he was transferred to that boat, and was clerk of her for five seasons. Mr. Bielman considers this the most pleasant part of his career on the lakes, as the boat was a fine



C. F. Bielman

one, handsomely appointed, and the passenger traffic largely made up of pleasure seekers.

In 1886 he took charge of the freight and passenger business of the pool operating the Detroit and Port Huron boats; but owing to the dissolving of the pool the following season, he went back to the Cleveland line, as purser of the City of Alpena. In July, 1887, with Capt. Darius Cole, he purchased a controlling interest in the Star line, and took his present position of general traffic manager.

Mr. Bielman is also secretary and treasurer of the Stewart Transportation Company, owning and operating the fine freight steamer C. F. Bielman.

TREVANION WILLIAM HUGO, a well-known prominent citizen of Duluth, Minn., was born July 29, 1848, in Bodinnock, by Fowey, Cornwall, England, where his father was working at his trade, that of shipwright, with the firm of Marks & Rendle, shipbuilders. The father, who served a nine-years' apprenticeship with this firm, married the eldest daughter of the senior partner, our subject, the eldest born of that union, having first seen the light in his grandfather's house in the shipyard over the moulding loft.

In July, 1843, the father of our subject, sailed as ship carpenter on the bark Royal Adelaide, of Fowey, to Quebec, which voyage was followed by several others, one of them being to New Orleans, in 1844, and the return cargo was cotton to Liverpool, for which was received a freight of \$52.00 per ton (2,000 lbs.). In March, 1846, he was entered as an officer of Her Majesty's steamer Myrmidon during her trip to Ireland with relief supplies at the time of the famine. He afterward worked at his trade in Plymouth dock yards, and in other shipyards on that coast.

In August, 1850, a portion of the family left for Quebec on the bark Rose, and joined the rest of the family who had arrived there the year previously. In November of the same year the father went to Kingston, on Lake Ontario, and helped to build the steamboat Maple Leaf for the Royal Mail

line, in John Counter's yard; then worked on the steamer Bay of Quinte, for Mr. Gildersleeve, and in May, 1852, he left Kingston on the steamer Cherokee, built as a gunboat at the British Government dock yards, Kingston, during the war of the Rebellion, and calculated for service on the lakes; but the advent of peace rendered her services unnecessary, and she was sold to Capt. Robert Gaskin and three others, share and share alike, for 4,000 pounds sterling. It was determined to put her into ocean service, but drawing too much water to run all rapids, one of her paddle boxes, with the sponsons and wheel, was taken away, and she ran the rapids as far as Cornwall canal with one wheel, finally arriving safely at Montreal, where she was refitted. Thence she made a quick trip to Halifax, where she was chartered to carry the mail and passengers to St. John's, Newfoundland. At St. John's she was bought by a Mr. Greaves for 9,500 pounds sterling, to be delivered to him in Boston, which was done; and this, the first ocean steamer built on the Upper Lakes, was afterward sold for 19,500 pounds sterling to the Brazilian Government for a man-of-war to guard their Guano islands.

After returning from this trip, Mr. Hugo, Sr., continued his work as a shipwright in John Counter's yards, Kingston, and engaged in the building of a large three-masted schooner, also called Cherokee, which was taken to Liverpool and sold to such good advantage that orders were given for two more vessels of larger tonnage (one of them a full-rigged bark, called Cataraqui, and the other a full-rigged ship, called the Eliza Mary) under his superintendence. On the arrival of these vessels in Liverpool, however, it was found that the market was glutted, and while the Cherokee was sold, Captain Gaskin sailed the Eliza Mary for several years before he sold her.

The Hugo family had now acquired permanent residence in Kingston, Canada, and here the subject of this sketch received a common-school education, at the end of which time he won a scholarship in the Queen's University and Grammar School, which continued two years. He then entered Davidson & Doran's steam engine

works, serving a five-years' apprenticeship, after the completion of which he went as second engineer on the propeller *East*, running between Montreal and Chicago; during the next season he was on the propeller *City of London*, and a part of the next on the propeller *Scotia*. About the middle of the season the owners of the *Scotia* brought out the steambarge *Lincoln*, and Mr. Hugo was given charge of her; celebrating his chiefship by getting married to an old school mate in Kingston. The next year (1873) he was chief engineer of the steamer *Lake Michigan*, of Hamilton, Ont., holding that position two seasons, working in the shops during the winter months. Shortly after the beginning of 1875 he was engaged by Smith & Keighley, of Toronto, as chief engineer of the propeller being built at Owen Sound, which would have had put in her an old engine and boiler of the *City of London* (a steamer that had been recently burned, and the machinery removed), but as the cold season had come on the wreckers rather suddenly, they very unceremoniously dumped the different parts of the machinery on the banks or in the river anywhere, in fact, so long as they could get their scow out before it became frozen in.

The situation was a very trying one. The snow that winter was five feet deep on the level, the stage ride from Meaford to Owen Sound being over fences and on a level with the trees in the orchards; portions of the engine were lying either in the ice or under the snow; not a trace of a sketch or drawing to be found; the machine shops fitted for only agricultural machine work; not another engine in the vicinity; the men on the spot totally unaccustomed to such work—and all this away up in the wilds, on the dismal shores of the Georgian Bay! Truly, the prospect was anything but a pleasant one; but "do or die," was the motto, and the work was pushed to a perfectly satisfactory completion, so much so that Mr. Hugo remained on the *City of Owen Sound* (as the boat was called) for six years, leaving her in the middle of the season to go to Montreal, there to take charge of the steamer *Campana*, which had been purchased by the same owners to take

the place of the *City of Winnipeg*, which had burned in Duluth harbor, and whose remains were disposed of only this summer (1898) by being towed into the lake and sunk. The *Campana* was a twin-screw iron steamer, with two compound engines, built for the Argentine Republic, originally, and to be run on some of the rivers where the bottom of the boat would rest in the mud. The bottom of the boat was so designed that at each side of the keel the shape was that of an exaggerated "S," rising from the keel about four and one-half feet, then dropping down to form the bilge; this formed a tunnel, when the boat was on or near the bottom, through which water found its way to the wheels; she was fitted with surface condensers, and being in the live-stock trade had a very large supply of water tanks and a fresh-water condensing apparatus. She brought out to Montreal a general cargo, and immediately after its discharge went into Tait's dry dock to be cut in two, a problem difficult of solution as the bulkheads did not come in right, and pontoons were built to go under the stern and under the bow to keep the proper draught of water for the canals. Each end was towed separately, and all went well until the head of the canal, at the Rapid du Plat, was reached, when the current caught the bow part and stove one of the pontoons against the bank; some time was consumed in repairing this damage, but eventually both parts were safely landed on the timbers in the Port Dalhousie dry dock, and riveted together again very successfully. This was probably the first screw steamer taken from the ocean and brought to the Upper Lakes in this way.

The steamer then worked her own way through the new Welland canal, a special arrangement having been made so that this could be accomplished, as the canal had not been accepted at that time. The trip through Lake Erie and up to the Lime Kilns was uneventful; but in the morning, when daylight appeared, it was found that the news of this fast Canadian craft had preceded her, and that the tug, which "carried the broom" on the river, was on hand to try conclusions. The race up to Sarnia

was an exciting one, but was a victory for neither, and although the *Campana* did her best she was at the disadvantage of being really on her trial trip, as far as the crew then on her was concerned. After arriving at Collingwood she was loaded for Port Arthur, calling at Owen Sound on her way; but the weather having turned cold, and it being necessary that the boat should be near at home for necessary cabins, &c., it was decided to go no farther, and she was laid up there during that winter, when a full cabin was put on her.

Mr. Hugo was engaged for the next season, but shortly after the holidays, while engaged in the overhauling, having received a telegram from the Lake Superior Elevator Company that a job was awaiting him at Duluth, he was relieved of his engagement with the owners of the *Campana*; at the same time they offered to keep the place open for him for two weeks, so that in case he did not like his new venture his old position would be still open for him. Mr. Hugo then engaged in the service of the elevator company in the winter of 1881-82, as engineer of elevator B, the first of their elevators, and since 1884 he has taken charge of the elevators, now belonging to the Consolidated Elevator Company, until the present time. In addition to this he does a general consulting engineer business, and is the special agent and inspector for the Hartford Steam Boiler Inspection and Insurance Company, which does a large business in Duluth and vicinity.

Mr. Hugo has always been a very studious man, and during his watches on he lost not a minute from the reading up and solving of some engineering problem or other as each would present itself. While residing in Owen Sound, during two winters, he taught a class in the several branches of engineering without fee or reward, unless we mention a case of drawing instruments presented to him by his scholars—and their gratitude; which case of instruments is to-day one of his most treasured mementoes. Indeed, throughout his life any person has freely and promptly had the full benefit of his knowledge and experience for the simple asking.

Mr. Hugo has been foremost in every move tending to the advancement of his brother engineers, being a charter member of the Duluth Association N. A. Stat. Engineers, and occupying the position of State national deputy. He is also an honorary member of the Duluth Marine Engineers Association, and has been a member of the American Society of Mechanical Engineers since April, 1882; has contributed a couple of papers to the Transactions, and is considered one of the best posted men on the fire protection of grain elevators, having made several improvements in that line, so that the elevators under his charge are considered "models."

Although an indefatigable and industrious worker, Mr. Hugo has found time to cultivate the social virtues, and it is not, therefore, surprising to read that his recreation has been in the line of the work of secret societies. His first entrance was into the I. O. O. F., at Kingston; then he organized the Owen Sound lodge, and was its first noble grand; next as the first senior warden of Collingwood Encampment, I. O. O. F., refusing the first place; then as the first chief patriarch of Owen Sound Encampment, which completed his Canadian career. When leaving for Duluth the members presented him and his wife with a silver service. Finding Duluth Oddfellowship with only the Subordinate lodge, he took up the matter shortly after his arrival there, and succeeded in organizing Duluth Encampment, of which he was the first chief patriarch, and afterward the North Star Canton, I. O. O. F., of which he was the first commandant. He served as grand patriarch of the State, and represented it for two years as grand representative in the Sovereign Grand Lodge.

In Masonic circles Mr. Hugo has been active in all branches, particularly in the Knight Templar and Scottish Rite; he is the ranking past commander of Duluth Commandery; past grand commander of the State of Minnesota, and has been appointed grand marshal of one of the divisions for the Triennial Conclave to be held in Pittsburgh this fall (1898). He is called the "Father of Scottish Rite Masonry" in Du-

luth, and ever since the organization of the bodies in that city he has been the presiding officer of the four bodies, now in his fourth three-year term. He received the thirty-third degree at Washington, in 1890, and in 1895 was the recipient of the honor and jewel of the Grand Cross of the Court of Honor, "for special services rendered the Rite." He is a member of the Royal Order of Scotland, and for two years was the potentate of Osman Temple, Nobles of the Mystic Shrine, located at St. Paul, Minnesota.

As a citizen Mr. Hugo has shown his fidelity to his adopted country, by being always active in political work; he served as alderman of his ward for four years, during three of which he was president of the council, and is yet referred to as the model president. For four years he was a member of the executive committee of the Chamber of Commerce of the city of Duluth, was one of the charter members, and for two years was its president. In matters educational he has always taken an active part, now (1898) retiring from the board of education, of which he has been a director for three years, during two of which he was its president.

In his family affairs Mr. Hugo has been most fortunate and happy; and although there was considerable moving around in the early days, a necessary adjunct of steamboat life, he is now comfortably situated where the lake, bay and boats can be watched at all times, and where his family, consisting of his wife and two sons, can recall the pleasant times of their steamboat career, and entertain their many old friends who from time to time drop in to see them from off the familiar steamers. The eldest son graduated at the University of Minnesota as a Bachelor of Engineering; the other son is attending the high school in Duluth.

CAPTAIN PETER PETERSON, master of the schooner Emily B. Maxwell, has been a seafaring man all his life, having obtained an extensive experience on both salt and fresh water. His father followed the same avocation, and was a native of a country that has been noted for its hardy sailors.

Captain Peterson was born in Sweden in 1866, the son of Mons and Engar (Jenson) Peterson, both natives of Sweden. Mons Peterson was in early life a fisherman and later commanded a coaster on the shores of Sweden, remaining a shipmaster until his death in 1894; his widow still resides in Sweden. Our subject was a boy of fifteen when he went before the mast, sailing from the port of Cimbrishamn, Sweden, along the coasts of the Baltic and North seas, and England. After three years on the seas young Peterson, in 1884, came to Chicago, and here he continued the life of a mariner, begun in his native land. He shipped in that year on the schooner Radical, and by degrees worked steadily up until he became master of the Radical, remaining on that boat seven years in various capacities. For two seasons he was shipmaster of the schooner Mystic. In 1894 he was appointed master of the schooner Emily B. Maxwell, and has ever since held that command. The Maxwell is owned by Mrs. J. P. Mullin, of Chicago, and has been in commission since 1880.

During the season of 1896 Captain Peterson met with a collision in the Straits of Mackinac. The Maxwell was struck by the schooner Col. Ellsworth and damaged slightly. The Maxwell at the time was loaded with stone, and aboard was the family of the master, and Captain Peterson was at first considerably alarmed on that account, but soon learned that the Ellsworth was the greater sufferer of the two as she soon sank. Captain Peterson rescued the crew and took them ashore. The Maxwell is a three-mast schooner, and is one of the finest models on the lakes as one of the fastest of her class. During the summer of 1897 Captain Peterson made one of the fastest trips on record. He took a cargo of corn from Chicago to Sarnia, Can., and unloaded her, then loaded her with cedar at Alpena and returned to Chicago in nine and one-half days.

Captain Peterson seems destined to experience eventful trips on the Maxwell, all of them to his credit. In the fall of 1897, the boat was chartered by a Chicago man to go to Collingwood for a cargo of lumber,

but insisted that he himself be given the command. The owner consented, and Captain Peterson accompanied the new master as mate. On arriving in Collingwood, the captain of the vessel showed himself in his true light by passing himself off as the owner of the vessel and securing several hundred dollars on false pretenses—giving the ship's papers as security—and left for other places. Mate Peterson cleverly outwitted the Canadian firm, after the owners had wired him to take charge of the vessel, secured clearance papers, and under cover of night sought American waters, landing at Alpena, Mich., where he told his story to the custom house officers. He was assured he had acted wisely and well, and the owner of the Maxwell was congratulated on having a skipper so true to his trust. Captain Peterson is regarded as one of the efficient and representative ship masters of the Great Lakes.

In 1890 Captain Peterson was married in Chicago to Miss Helen Hanson, a native of Norway. To this union were born three children, two of whom, Esther and Ruth, are now living.

HARVEY C. BEESON, son of Jacob and Elizabeth H. Beeson, was born in Niles, Mich., January 1, 1856. Mr. Beeson's father was one of the pioneers and prominent citizens of Niles, and was one of the men who drafted the first constitution for the State of Michigan; the family removed to Detroit in 1858, where he established a banking business.

At an early age young Harvey, after completing his studies in the public schools, entered the employ of Messrs. Robinson, Burtenshaw & Co., wholesale shoe dealers, for the purpose of learning the shoe business. Shortly after, or in 1876, he associated himself with his father and brother in the grain business, under the firm name of Jacob Beeson & Co. In 1881 he established the firm of H. C. Beeson & Co., produce and commission merchants, which he continued until 1885, when he was appointed deputy collector and marine clerk in the United States custom service. While in this position, early in 1887, he had called

to his attention the desirability of a marine manual that would answer the many inquiries necessarily made by vessel men, generally in relation to marine documents, etc., and he at once set about the production of such a medium of information. His first publication was what is known as Beeson's Marine Directory, which was issued in the spring of 1888, in pocket form, and with no idea that there were any of the possibilities in it that have since developed. This publication, at the end of the third year, had obtained a prestige and circulation sufficient to warrant him in throwing up a position from which he realized \$2,000 per year that he might devote his entire time and attention to the requirements of his manual. The work was published in Detroit until 1894, when he removed his office to Chicago in order that he might be in the center of a trade in which vessels and vessel men were more in evidence. As he had surmised, his location in Chicago called forth more strenuous and increased efforts on his part, and a very material enlargement of his work was the result. The last issue of the work is from Mr. Beeson's own plant, and judging from the typographical standpoint, it strikes one as being a work of art.

In 1878 Mr. Harvey C. Beeson was married to Miss Henrietta L. Bourke, of Detroit, to whom were born three children, Walter B., Harvey C. and Henrietta Louise. In May, 1893, he was again married, his second union being with Miss Esther R., a twin daughter of the Hon. George S. Clapp, of Niles, Michigan.

CAPTAIN CHARLES CARLAND, holding the responsible position of keeper of the United States Life Saving Station at Milwaukee, Wis., is in this connection a practical illustration of the time-honored aphorism, "The right man in the right place."

The Captain was born in Sweden, July 11, 1863, a son of John Carland, who was a fisherman at Halmstad, Sweden, and here young Charles remained until he was thirteen years old, when he commenced the life of a sailor, shipping first on the barkentine Ludwick, on which he remained four

months, leaving her at Helsingor, Denmark; then went on the brig Triepput for the balance of the season. In the following year he went to Liverpool, England, and from there shipped on the bark Martin, bound for Halifax, Nova Scotia, where he left her for the Lulah, sailing to the Brazils, remaining on her some eighteen months; then sailed to St. John's, Newfoundland, and from there to London. At the latter port he shipped on the bark Star of Bengal, bound for Calcutta, and made three trips to India on her; next went on the C. W. Wolf, of Belfast, Ireland, destined for Bombay, making one trip and returning by way of Baltimore, thence again proceeding to London. Here he shipped on the steamer Romeno, of the Wilson line, which was run down off Newfoundland and was sunk inside of thirteen minutes, all on board being saved; on this vessel he served for some time. His next experience was in deep-sea fishing, in the North Sea, from Hull, England, a pursuit he followed some twenty-five months. He then shipped on a vessel bound for Spain, and after that voyage he came, in April, 1887, to this country, his first vessel being the Scotia, from Buffalo, making two trips on her to Chicago. In April, 1890, he applied for and passed the necessary examination for appointment to the Life Saving Station at Milwaukee, under Capt. N. A. Peterson, and, with exception of the year 1891, has been stationed there ever since.

Early in 1898, he was made active keeper, and after serving in that position six weeks, was appointed keeper by the United States Government, and was inducted into that office with full powers. Since that time he has made fourteen wreck reports. His crew consists of surfmen Frank Gerdis, Henry Sinnegan (who had the honor of being detailed as one of the exhibition crew at the Omaha Exposition), William Peterson, John Allie, Julius Meyers, Charles Johnson, Immel O. Peterson and Richard Wacksmith, their numbers conforming to the order in which they are named. They are a fine body of men, and all expert boatmen, several of them having also sailed before the mast.

The most important assistance rendered distressed vessels and mariners since Captain Carland assumed full command of the Milwaukee Station, was on April 4 to the schooner D. P. Dobbins, which they helped to get into port; the rescue of a man apparently drowned, by surfman Julius Meyers while on patrol; the schooner Alida, which sprang a leak; on July 24, the rescue of seven men from a capsized boat; to the schooner Butcher Boy, dismantled four miles southeast of Kenosha; on August 3, the crew pulled fifteen miles out into the lake north of the station, when there was a dangerous sea on, to the rescue of the scow Dan Hayes and a crew of six men, the scow being dismantled and helpless; August 17, to relieve the schooner Abbie, which had sprung a leak; later were the means of saving a skiff going out into the lake, with a man asleep in it, and a fisherman who was struggling amid the breakers in the South bay; on October 25, 1898, when the schooner Barbarian, of Chicago, was caught in a gale of sixty miles an hour, this crew came to her rescue and took seven men from off her; and November 20, of the same year, saved two fishermen from a watery grave.

It is almost unnecessary to add that the Milwaukee Life Saving Station is one of the most important on the lakes, and that no better all-round experienced and reliable man could have been found to fill the position of keeper than Captain Carland. He is a typical self-made man, a born sailor and of the right stuff, and since coming to the United States has become quite proficient in the English language. The Captain is a married man and has one son.

CAPTAIN ALEXANDER REDDICK, one of the prominent early lake captains, and one well known on Lake Michigan, having commenced sailing from Chicago in 1848, is a native of England, having been born in the Parish of Holcomb, Somersetshire, in 1818.

Jude and Julia (Manning) Reddick, parents of the Captain, were born, the father in Somersetshire, England, the mother in Ireland. Jude when a young man enlisted in the British navy under Admiral Nelson,

and served seven years. He married in Ireland, afterward engaged in coal mining in England, and was accidentally killed. The mother also died in England.

Our subject received his education at the schools of his native parish, and when yet a lad went sailing from the port of Bristol, England, as ordinary seaman on the ship *Hugh Johnson*, bound for St. John, N. B. This vessel sailed from Bristol to all points, including the ports of Liverpool, London, Portsmouth, etc. At the end of one season he entered the British navy, his first vessel being the man-of-war brig *Pantaloon*, from which he was afterward transferred to the sloop-of-war *Hazard*, remaining on her eighteen months. He then left the navy and traveled through the country. While residing in Ireland he was married, in 1846, in County Cork, to Miss Josie Green, a native of that locality, and in 1848 they came to the United States, making their permanent home in Chicago. Ten children were born to them, five of whom are yet living: Alexander, William, Mrs. Rooks, Jude and Julia, a teacher in the Douglas Park school.

In the spring of 1848, just after his arrival in Chicago, Captain Reddick commenced sailing on the schooner *Samuel Hale* (afterward converted into a brig), in the grain trade between Kenosha and Buffalo; but after one trip he left her and went on the schooner *Vermont*, and next season sailed on the schooner *A. G. Wilcox*, Captain John Reid. After one season on her he went on the old brig *Enterprise* three seasons, in the lumber trade between Chicago and Grand Haven; then went before the mast on the old scow *Ark* for two seasons. About this time the *Newbold*, on which our subject's brother John was a sailor, was lost with all hands off Racine, Wis., and the old *Ark* was caught in the same gale and driven ashore some miles farther north. The Captain then went to Racine in order to procure some block and tackle, etc., but learning there of the loss of the *Newbold* with all on board, including his brother, he did not return to the *Ark*.

After that event he sailed various vessels (the first one being the *Ashtabula*), up

to the time he bought the *James Catchpole* in Oswego, N. Y.; he sailed her two seasons, and then sold her to Capt. Thomas Simms, at the same time buying the *Lamp-lighter* at Detroit. This vessel he brought to Chicago, sailed her a short time, and then sold to Captain Simms, taking in part trade a one-third interest in the *Puritan*, built by Miller Bros., and sailed the latter one year or season. He then traded his one-third interest in the *Puritan* for the schooner *H. N. Gates*, which he sailed a good many years in the lumber trade. At one time he rescued the *J. B. Wright*, forty miles off Waukegan, and towed her into Chicago. Captain Reddick owned the *Gates* for many years. After leaving that vessel he went to Cleveland and bought the *Rutherford B. Hayes*, sailed her one season, then sold to Woodruff & Payne, although he still continued sailing the lakes. Later on he went to Downer's Grove, Ill., and resided there some years, after which he sailed the *Radical* for J. V. Taylor, and in 1873 retired from the lakes. He first became captain somewhere about 1859 or 1860.

CAPTAIN JOHN MINER, one of Detroit's best known masters and vessel owners has been sailing on the lakes over fifty years, forty-two years of which he continuously owned and commanded vessels.

Captain Miner was born in Montreal in the year 1831, and removed with his parents to Detroit, Mich., in 1834. At the age of fourteen he went on the lakes, and at the age of twenty he built the sloop *Sweeper*. He thereafter, in succession, built, owned and commanded the *Michigan Flower*, *Storm*, *Whittlesey*, *J. B. Chapin*, schooner *Kate Hinchman*, bark *John Miner*; beside these he built three for others, owned with others the *Victory*, *Star* and brig *Concord*.

After the schooner *John Miner*, he purchased and commanded the large and powerful tug *William Goodnow*, with which for a number of years he was engaged in towing, through the rivers and lakes, vessels and rafts, some of which were record breakers for large and heavy tows. He subsequently owned and was master of the fol-

lowing named steamers and schooners: The Magnet, steamers Benton, Mary Mills, schooner George Worthington, steamer Henry Howard, schooner Morton, steamer Empire, schooner John S. Richards. He then designed and built the fast passenger propeller Skater, which after commanding two seasons he sold.

In all these years he has not lost a man by accident, nor any of the twenty-two boats commanded by him. His reminiscences of the early days of sailing, and his experience on the lakes are most interesting. It can be said for the Captain that he has never been addicted to the use of tobacco or liquors of any kind, and in his business dealings he has always been most conscientious and honest. With just pride he has always been much interested in the art of fancy ice skating, in which his ability has been excelled by none in his days as is testified by many prizes, such as medals and other trophies won by him in contests. In this he has earned a high reputation throughout all the principal cities of the United States and Canada, and though well advanced in years he practices every winter, and is so surprisingly skillful as to be always an attraction to the public.

He is now interested in a patented skate, capable of the most efficient speed. He was also the inventor of the balance rudder, so extensively used on steamers, besides several other patented improvements.

In 1851 Captain Miner was married to Miss Julia Busha, of Grosse Isle, Mich., and they have living three children, now all married (the younger son John, then twenty years old, died in 1891); Capt. Frank J. Miner, who was on the lakes for a number of years, is at present in business in Detroit; the daughters are Mrs. Jennie Parker and Mrs. Ida Seidler, all residing in Detroit.

RICHARD DAVIS (deceased). The subject of this memoir, who died at his home in Milwaukee April 4, 1895, was for many years a leading business man of his city, and as the head of the Marine Boiler Works he had a national reputation. He was the first boiler maker to establish a

shop on the Great Lakes, and at one time he had a practical monopoly of the trade in Wisconsin, Michigan, Iowa, and the middle West generally. To his energy and foresight as a business man, and his public spirit as a citizen, Milwaukee owes much, and it is fortunate that his sons give promise of continuing in even wider lines the enterprises in which he was interested. Socially and politically he made his influence felt, although his chief effort was in the direction of business, and for years he was active in religious work as a member of St. John's Episcopal Church, at Milwaukee. His funeral services, at which the rector of the church officiated, were conducted according to the beautiful and inspiring ritual of the Episcopal prayer book, hallowed by centuries of use, and the solemn services were largely attended by prominent citizens including the members of various fraternal orders with which he was connected. Few histories in this volume will be read with such wide interest as the following, for few men were as well and favorably known to all connected with the shipping trade of the lakes.

Mr. Davis was born April 13, 1826, in Flintshire, Wales, and after receiving a common-school education was bound out to learn the trades of boiler making and ship building, spending four years in Scotland as an apprentice. About 1843 he came to America, locating first in Schenectady, N. Y., where he spent some time in the employ of the Schenectady Locomotive Works, and the Baldwin Locomotive Works. Later he was employed in a similar establishment in New Jersey, and at one time he had charge of a boiler manufactory at Galena, Ill. He was also employed as foreman of railroad shops at various points, his skill being undisputed, and previous to 1860 he was for a time in charge of the Chicago & Alton shops at Bloomington, Ill. In 1860 he removed to Milwaukee, where he opened a small boiler shop in Lake street, and for thirty years he carried on a successful business, his trade enlarging until the help of two hundred workmen was needed at times to complete his orders. His plant was the largest of its kind in Milwaukee, and he



Respectfully Yours
R. Davis.



Oscar F. Davis



W^m. J. Davis.

furnished the boilers for nearly all the craft built at that place, as well as for a good proportion of all the vessels afloat upon the Lakes. As the business increased he transferred it to a new location in Oregon street, and in 1890, having decided to retire from active work, he sold out to the Milwaukee Boiler Company, the few remaining years of his life being spent in well-earned leisure. While his early educational opportunities were not of the best, he was well informed, having always been fond of reading, and he took great interest in all public questions. In political faith he was a stanch Republican, and at times he was active in local work in his party, serving for one term as alderman. Socially he was identified with various orders, including the F. & A. M., I. O. O. F. and the K. of P.

In 1849 Mr. Davis married Miss Patterson, of Schenectady, N. Y., who died about 1853, leaving one son, Price Henry, now a resident of Milwaukee. In 1854 Mr. Davis married a second wife, Miss Ann Bond, of Chicago, who passed to the unseen life February 14, 1882. By this union there were four sons: Oscar F. and William I., who are mentioned more fully below; Walter R., a resident of Milwaukee, and Russell E., who died in 1895.

OSCAR F. DAVIS, born in 1855, and WILLIAM I. DAVIS, born in 1857, attended public and private schools in Milwaukee during boyhood, and when about sixteen years old were taken into their father's shop to learn the business. After he had worked for one year in the shop, Oscar was transferred to the office, but William remained in the manufacturing department, gaining a thorough knowledge of all branches of the work. When the business was sold in 1890 they established their present works at Nos. 576 and 584 Clinton street, Milwaukee, the plant being in readiness within three months after the sale of the Marine Boiler Works. They began with a force of fifty men, and their business has enlarged so rapidly that they employ at times as many as one hundred hands. They have a large business as general boiler makers, but lately they have given attention to a special line of work to

meet the requirements of breweries. The firm is known as the Davis Bros. Manufacturing Company, and the father's reputation, together with the good will of the former customers, has been a potent factor in the enterprise, although the two brothers are just the sort of young men who would make their way to the front even under difficulties. They are both Republicans in politics, but do not take an active share in partisan work. Socially they are prominent, and William is a member of the Masonic fraternity. Oscar F. married Miss Emma Bastian, of Milwaukee, and has two children: Pearl and Ethel. William I. married Miss Emma Krueger, of the same city, and their family consists of the following children: Maud, Richard, Irving, Nora and Oak.

CAPTAIN DUGALD McLACHLAN. In Detroit and vicinity Capt. Dugald McLachlan is well known among marine men, having spent many years of his life in that occupation, but has not sailed since 1895, having last been in command of the City of Cleveland of the D. & C. line. He was born January 1, 1845, at Dunoon, near Glasgow, Scotland, and in that country spent the first ten years of his life, after which he came to America and settled in Canada. He is the son of Donald and Anna (Cameron) McLachlan, natives of Scotland, who died in 1855 and 1894 respectively.

In early life Captain McLachlan had a desire to be a sailor, and in gratifying this desire shipped on the propeller Montgomery as deckhand, when he was nineteen years of age. He then shipped on the Morning Star of the D. & C. line, there acting as deckhand a short time, after which he spent two years on sailing craft, among which were the schooner C. J. Roeder and the barge City of Milwaukee. He sailed on the Surveyor and the Search, both government boats and steamers; then was on the Coquette, which went ashore at Rock Island, Green Bay, in a snowstorm, and was left there a wreck. He then spent one year on the tugs Sampson and Metamora, as wheelmen, second mate and mate; the tug Sampson was burned at Amherstburg,

and all on board being asleep when she took fire they had to jump for their lives; later he went on the propeller Chicago as wheelsman.

After a season spent on the Fountain City as wheelsman, he returned in 1868 to the Morning Star, which was lost the same year on Lake Erie, in a collision with the bark Courtland. In the place of this boat the North West, now called the Greyhound, was chartered, and upon that he finished the season and spent the following year. After spending four years on the R. J. Hackett as second mate, he entered the police force, and there spent about thirteen months. He then returned to the North West as mate and pilot, and finally became master, remaining four years; after which he brought out the City of Cleveland in 1886 and sailed until 1895.

Captain McLachlan stood high in the estimation of his employers, who knew him to be a man thoroughly acquainted with his business, and one who exercised the greatest thought and care in all matters under his direction.

January 4, 1873, he was married to Miss Elizabeth McKellar, a native of Canada, who died April 12, 1891. They had four children: Harry S., born July 21, 1875, who died February 14, 1883; Donald L., born September 26, 1878, and is sailing at this writing; Katie, born September 22, 1880, who died February 5, 1883; and William, born April 17, 1888, who is attending school at the present time.

On December 20, 1893, Captain McLachlan was married to Jeanette Campbell, and resides with his family at No. 185 17th street.

Donald L. has been sailing for two years, in 1897 went on the City of Cleveland, and for the last two seasons has been on Lake Superior.

HARRY EDGERTON HYDE, general agent of the Clover Leaf Steamboat line, at Buffalo, N. Y., was born in Detroit, July 15, 1860. He is a son of Benjamin Franklin Hyde, who was born in Ferrisburg, Vt., September 24, 1819, and being a man of intellectual power was distinguished among his fellow-

men, both in New York State and Michigan. In the former he was justice of the peace at Moriah, and also examiner in chancery. Removing to Detroit, Mich., in 1846, he was elected to the State Legislature in 1851, and from 1863 to 1865 (in which latter year he died) he was judge of the recorder's court. He was married November 7, 1853, to Miss Frances Louisa Allen, daughter of Seneca Allen, of Monroe, Mich., who was named in honor of the Seneca tribe of Indians, his father having been very friendly to, and influential with, that tribe. In connection with Indian affairs, Seneca Allen was of great service to the Government of the United States during the war of 1812. His father, Ebenezer Allen, was a son of Ethan Allen, whose name is well known to all readers of American history.

Benjamin F. Hyde was a son of Jabez Perkins Hyde, of Ferrisburg, Vt., who was born at Hyde Park, that State, June 12, 1791, and died in Oquawka, Ill., May 18, 1851. In September, 1814, the latter married Martha Edgerton, a daughter of Jedediah Edgerton, of Vermont, and a great-granddaughter of Capt. Benjamin Edgerton and Capt. John Hough, of New London, Conn. Jabez Perkins Hyde was a son of Capt. Jedediah Hyde, of Norwich, Conn., who was born August 24, 1738, and died May 29, 1822. He was a soldier of the Revolutionary war, rendered valiant and valuable service to the patriot cause, for which he was awarded a large tract of land in Vermont, on a part of which the village of Hyde Park was afterward laid out, and named after him. He was married, in 1761, to Mary Waterman, and, she having died, he was married, the second time, to Elizabeth Parker.

Captain Jedediah Hyde was a son of Rev. Jedediah Hyde, a Congregational minister, who, for his first wife, married Miss Jerusha Perkins, and, for his second wife, Miss Jerusha Tracy, the latter being a grandniece of Governor Winslow, of the Mayflower. Rev. Jedediah Hyde was a son of William Hyde, of Norwich, Conn., who was born in January, 1670, and died August 8, 1759. William Hyde was a magistrate and legislator of Norwich, and was

married January 2, 1695, to Anne Bushnell, daughter of Richard Bushnell, one of the early magistrates of Norwich. William Hyde was a son of Samuel Hyde, of Norwich, Conn., who was born in 1637, and died in 1677. He married Jane Lee, and his daughter, Elizabeth, was the first white child born in Norwich, Conn. Samuel Hyde was a son of William Hyde, of Norwich, who was born in England and died in Norwich, Conn., January 6, 1681. He was an original settler of Hartford, Conn., and was a man of considerable prominence among the settlers of Norwich. He was quite wealthy, and was a member of the Colonial Legislature of Connecticut.

It will be of interest to all lovers of genealogy to note that the Hyde family to which the subject of this sketch belongs is the same as that from which Anne, Queen of Great Britain and Ireland, was descended. Queen Anne was a second daughter of James II, of England, and James VII, of Scotland, by the first wife, Anne Hyde, daughter of the famous Edward Hyde, Earl of Clarendon, himself a distinguished historian and statesman, and whose uncle, Nicholas Hyde, was chief justice of the King's bench.

Harry Edgerton Hyde was educated at the public schools of Detroit up to his fourteenth year, when he was obliged to leave school and begin the battle of life for himself. His first work was as a clerk in a grocery store, at which he received \$2 per week. At the age of seventeen he received four months' schooling in a select school, where boys were prepared for college, and then became office boy for the firm of Griffin & Dickenson, the junior member being the Hon. Don. M. Dickenson, who was for a short time postmaster-general during President Cleveland's first administration. During the years 1878 and 1879 Mr. Hyde was night telegraph operator at different points on the Chicago & Iowa railroad, and then entered the employ of the Michigan Central railroad at Detroit as telegraph operator and switchman. After about a year thus spent he went to Port Huron, Mich., as freight and passenger auditor of the Port Huron & Northwestern

railroad, and later as train dispatcher, remaining there until 1884. From January, 1885, to January, 1887, he was located at Alpena, Mich., as agent of the Detroit & Cleveland Steamboat line. From the latter date until December, 1888, he was variously employed, when he entered the service of the Toledo, St. Louis & Kansas City (Clover Leaf) railroad, being stationed at Toledo, Ohio, until June, 1889, when he was appointed traveling auditor of the same road. Filling that position until April, 1890, he was then appointed general agent of the Clover Leaf Steamboat line, at Buffalo, which is controlled and operated by the Toledo, St. Louis & Kansas City Railroad Company. At Buffalo he perfected arrangements for the operation of the lake line, and has so well administered the affairs of the company as to give complete satisfaction, the business of the company having largely increased from year to year. Mr. Hyde also represents other lake interests aside from those of the Clover Leaf line.

On January 9, 1883, Mr. Hyde married Miss Martha E. Stockwell, of Port Huron, Mich., a daughter of Dr. C. M. Stockwell, of that place. Dr. Stockwell located in Port Huron early in the '50s, making the trip from his home in New York State by canal to Buffalo, by boat on Lake Erie to Detroit, and by stagecoach to Port Huron. He now lives at Port Huron, retired from active practice. Mr. and Mrs. Hyde have one son, Allen Stockwell Hyde, born December 5, 1884. The family residence is at No. 653 Auburn avenue, Buffalo, New York.

JAMES H. COUNTRYMAN, a young and ambitious engineer, learned the rudiments of his profession under the instruction of Thomas Welsh, an engineer who was most ably qualified to teach that branch of mechanics. As our subject was an apt scholar his skill and ability do credit to his instructor. He was born in Oswego, N. Y., May 28, 1865, a son of William and Catherine (Singleton) Countryman, also natives of that city. He acquired his education in the public schools of Oswego, attending the

same until he reached the age of sixteen years.

In the spring of 1881 Mr. Countryman determined to follow the lakes for a livelihood, but after a season as cabin boy in the side-wheel steamer Ontario, plying on the lake of that name, he remained ashore three years as clerk in the store of H. L. Hart & Co., of Oswego, undue paternal influence having been brought to bear upon him, perhaps. However, in 1885, he again essayed the steamboat life, this time shipping as fireman on the steamer Walter L. Frost, of the Ogdensburg Transit Company, Thomas Welsh being chief engineer. He retained that laborious berth four seasons, but in the spring of 1890 was promoted to the engine room as oiler, and in 1891 he received his license as second engineer, and was appointed first assistant on the steamer Josephine, where he remained until 1892. He then entered the employ of the Crescent line as second engineer of the John V. Moran, holding that position three seasons. In the spring of 1895 he was appointed chief engineer of the steamer John V. Moran, now of the new Union Transit Company, and was in charge of her machinery for some time.

Socially, Mr. Countryman is an ardent member of the Marine Engineers Beneficial Association No. 43, of Port Huron, Mich., and was much gratified when Congress defined the status of the marine engineers as officers of American vessels, and guaranteed to them the rights enjoyed by any other class of American citizens.

On January 16, 1896, he was married to Miss Nellie Coy, of Syracuse, N. Y., and they now make their home at No. 77 Breckenridge street, Buffalo, New York.

CAPTAIN F. FOUNTAIN, captain of the old Chicago life saving station, located at Central Pier, No. 1, at the mouth of the Chicago river, has been in charge of this important station since 1894. The work during the summer months is confined chiefly to small craft, while in the spring and fall larger wrecks frequently occur.

The station was established many years ago, and was remodeled about 1875. For

many years it was in charge of Captain St. Peter, and during that time over 700 lives were saved. During the regime of Captain Fountain about 200 have been rescued. The station is well equipped; the crew consists of eight men, and the season lasts for eight months and ten days. There are two lifeboats, two surfboats and one Whitehall boat, eighteen feet in length, and used for short runs; and an English lifeboat which was received at the station in the fall of 1898. It is one of the finest boats in the service, and is longer by eight feet than the English lifeboats formerly used, has more metal in her keel, and is therefore harder to capsize; it is equipped with a centerboard and has superior sailing qualities.

Captain Fountain has been in the life-saving service for over ten years. He was born at Two Rivers, Wis., in 1869, and is the son of Adolph and Alid Gauthier Fountain. Adolph Fountain is a native of Canada, and came to Two Rivers, Wis., in 1847. He is a cooper by trade, but also engaged extensively in fishing. He is at present a resident of Sheboygan, Wis. The Captain was reared and educated at Two Rivers, and busied himself in his youth with fishing.

In 1888, while yet a boy of nineteen years, he entered the life-saving service as a surfman at the Racine station. He was thence transferred to Milwaukee, and thence to Grand Haven. In 1892 he became a member of Captain St. Peter's crew at Jackson Park, Chicago, and in 1893 went with Captain St. Peter to Ludington, Mich., returning to Jackson Park in 1894. In September of that year he was appointed to his present charge.

In 1895, in Ludington, Mich., he was married to Miss Louisa Hutt, and to them has been born one child, George. Captain Fountain has won his promotion by faithfulness and ability, and is one of the well-known life-saving service men on the lakes.

JAMES V. BURKE, a leading and representative business man of Chicago, was a marine engineer for a number of years, but is now successfully engaged in business at No. 51 South Canal street, as a dealer in

machinery and supplies, and also as a manufacturer of Burke's smokeless furnace, Burke's shaking grates, and oil filters. Although the business is comparatively new he has already built up an excellent trade.

Mr. Burke was born in Grand Haven, Mich., in 1854, a son of John and Catharine (Furlong) Burke, natives of Ireland. During early life the father was a sailor on salt water, and after coming to the New World located at Grand Haven, Mich., and engaged in sailing on the lakes, principally from Chicago to Michigan ports. He owned two vessels, the Ithaca and the Illinois, both engaged in the lumber trade. He was one of the well-known and prominent lake men for several years. His death occurred in Chicago, in 1893, and his wife died in the same city in 1890.

Coming with his parents to Chicago in early life James V. Burke was reared and educated in that city, and there learned engineering, and also the machinist's trade, on Canal street. In 1873 he commenced sailing from that port as engineer on the New Era, and for seven years was engineer on the Gen. Payne, which belonged to the Michigan Barge Company, and was engaged in towing lumber barges from Chicago to all Michigan ports. One year he spent on the Chicago river as engineer of the tug Constitution; the following two years was chief engineer of the City of Rome; and for the same length of time was engineer of the Roanoke, which was engaged in carrying general merchandise and grain to Ogdensburg, N. Y. Quitting the lakes in 1886, he was chief engineer of the city hall for two winters, and then had charge of the Michael Reese hospital one winter. His next position was as chief engineer of the Charles Counselman building at the corner of Jackson boulevard and LaSalle street, where he remained eighteen months, and on the completion of the Home Insurance building, was appointed chief engineer of it, holding that position for six years. He then began the manufacture of the Burke smokeless furnace, which was patented in 1891, and has since successfully engaged in business along his present line.

Mr. Burke is one of the leading and in-

fluent members of the M. E. B. A., No. 4, of which he was president in 1890; and he also belongs to the Stationary Engineers Association, No. 1; the Engineers Club; the Royal Arcanum, of which he is vice-regent; and the Independent Order of Foresters, of which he has been presiding officer. In 1891, in Chicago, he was married to Miss Catharine Miller, and to them have been born three children: Vincent, Frances and Mary Margaret.

CAPTAIN CHARLES P. SHERBNO was born in Ogdensburg, N. Y., in 1855, and is a son of Edward and Clara (Smith) Sherbno. He was a regular attendant at school until his thirteenth year, and after he commenced sailing continued his studies during the winter months until he acquired a good common-school education. Edward Sherbno, father of the Captain, was drowned off the steamer Reindeer, just below Ogdensburg in the St. Lawrence river, about 1858.

Captain Sherbno commenced his career on the lakes in the spring of 1868 as boy on the schooner Glad Tidings, with Capt. John Blackburn, of Oswego, who was drowned on Lake Ontario. In the spring of 1869 he shipped as seaman on the schooner Mystic, with Capt. Seth Lee, of Milan, Ohio; in 1870 on the schooner Dashing Wave; in 1871 on the W. W. Grant and Melrose; in 1872 on the schooner Riverside, and while still in this position he was called home to attend the funeral of his mother, she having died on the 7th of May of that year. After the last sad rites had been paid her, he returned to his lakeliving life, taking a berth as seaman on the schooner M. L. Collins. In 1873 he entered the employ of Shepard & Hall, of Ogdensburg, as surveyor of lumber, remaining with them the entire year, and the next year was engaged in a freight house with Robert Tulley.

In the spring of 1875 Captain Sherbno was made mate of the schooner H. F. Church, with Capt. H. Morey; in 1876 shipped before the mast on the schooner Telegraph, Captain Allen, and later on the Wabash; in 1877 as second mate of the propeller Lowell, of the old Northern Transportation line, and later in the season

became master of the schooner A. J. Root, remaining on her until she was sold that fall. In 1878 he shipped on the Grace Whitney as seaman, and remained on her until August, when he went to Toledo and accepted a position on the schooner C. B. Benson, with Capt. John Duff. (The Benson, with all hands, was lost off Port Colborne in 1896). He closed the season of 1878 on the schooner Brightie, and during the winter went into the woods, where he corded wood. In the fore part of 1879 he joined the schooner Emeu, finishing the season on the Maze, and the following spring, 1880, he was made mate of the C. A. King, after which he put in a season on the schooners Maze and E. R. Williams, the former owned by Carrington & Casey, and the latter by M. I. Wilcox. In the spring of 1882 he went as second mate of the schooner P. B. Locke, then transferred to the Annie P. Grover, and finished the season on the Daniel G. Fort. In 1883 he shipped on the topsail schooner Jury, the Lewis Rose, Mary Copeley, Monterey and Grantham. In the spring of 1884 he was appointed second mate on the schooner Comanche, and closed the season on the Robert L. Seaton, and the following season found him sailing on several vessels as seaman, among them the Maze, Lyman Casey and W. H. Rounds.

In the spring of 1886 Captain Sherbno took out papers as master, and sailed the tug Belle for George H. Breyman. He took her to Racine, Wis., where Mr. Breyman had a contract to put in a new water-works plant, and remained until August, when he took charge of the steambarge James G. Blaine. The bones of the Blaine are now lying on Goose Point, in the Maumee river, at Toledo. During the season of 1887 he sailed the tugs Thompson Brothers, the American Eagle, at work on the channel at the entrance of the Maumee river, for Captain French, and the Edwin Eddy, for Carkins, Stickney & Cram, laying this tug up December 3. In the spring of 1888 he entered the employ of Commodore L. S. Sullivan, as master of the tug Mary A. Green, later transferring to the new government steamer Swansea, in the same ca-

capacity. The next three years were passed as master of various tugs on the Maumee, and in the spring of 1892 Captain Sherbno sailed S. C. Schenck's tug Uncle Sam, when the following season he shipped as mate on the steamyacht Sigma, conveying the owner, S. C. Reynolds, and his family to the World's Fair at Chicago. He then went to work on the tug Shelby for George Breyman, who had the contract for dredging the new cut on Lake St. Clair. In the spring of 1895 he entered the employ of L. S. Sullivan as master of tugs and dock watchman. The next spring he sailed the tug Fanny L. Baker for Capt. John Dunseith, remaining on her until August, after which he sailed the tug McCormick for Capt. John P. Nagle till the close of the season, and in the spring of 1897 he again took her out, but transferred to the large tug Saugatuck, same owner. Captain Sherbno has held every position on both steam and sail vessels, from boy to master, and is the possessor of eleven master's licenses, and it is due to him to say that he has been very successful with all boats, and has not cost the owners \$20 by way of carelessness or neglect of duty. He is a member of the American Association of Masters and Pilots.

On January 6, 1872, Captain Sherbno wedded Miss Maggie Cavanaugh, of Prescott, Ont. Two sons, William J. and Charles T., were born to this union. On February 19, 1896, a deep sorrow fell upon the family in the loss of the wife and mother. The family residence is at No. 617 Magnolia street, Toledo, Ohio.

CAPTAIN FRANK D. ROOT, one of the most prominent and highly respected lake captains sailing out of Chicago, is a Western man by birth, being born in Green Bay, Wis., October 7, 1849, a son of William and Emily (Wheelock) Root. The former a native of Delhi, Delaware Co., N. Y., and the latter of Vermont. William Root, the father, was a lieutenant in the army, stationed at Sault Ste. Marie, and Mackinaw, Mich., and Fort Howard, Wis., where the mother died.

Two years after his mother's death the Captain returned to his father's native place,

Delhi, and lived with his grandmother Root till 1864, when he shipped as boy on a vessel sailing out of New York, and was on the salt water till 1867, when he came to Buffalo, and not being able to secure a berth on a sailing vessel at that time took the position of deckhand on the old steamer *Acma*. Thence came to Milwaukee and shipped as boy on the bark *Jessie Hoyt*, engaged in the lumber trade, and in 1868 came to Chicago, since which time he has made this city his permanent home. Later on he became identified, as sailor before the mast, with different vessels in the grain trade, plying between Chicago and Buffalo, rising from this position till he became second mate, then mate of steam and sail vessels. In 1872 was on the *White Squall* when she was lost and was the only one of the crew saved. In 1878 he became master of the bark *Unadilla*, sailing her till 1881, when he entered the employ of the *Wabash* line, going as the master of the steamer *Marley*, from Toledo to Buffalo, and in 1882, while still in the service of this company, sailed in charge of their new steamer *Russell Sage*. From 1884 to 1888 he officiated as master on the steamer *Fred Mercur*, belonging to the Lehigh Valley line of Buffalo, N. Y., after which he was in command of the *City of Rome* for two years, when he engaged as master with the Minnesota Steamship Company, in 1890 took out the steamer *Manola*, the first of the Minnesota fleet to be built; 1891 was in charge of the steamer *Marina*, of the same line and the first steel steamer built at South Chicago yards; was on the *Maritana*, Minnesota line, also built at South Chicago, from 1892 till 1895, when this same company placed him in command of the *Mariposa*, he remaining with her till 1898.

The Captain is known as a brave and fearless man, and has been highly commended by the Buffalo press for his courage in times of danger, and it was through his efforts that the crew of the *Idaho* was saved.

Socially, he is an honored member of the Ship Masters Association No. 3, Chicago, having transferred from the lodge at Buffalo; and is also a prominent member of Harbor Lodge No. 731, F. & A. M.

In 1888, in Chicago, Captain Root was married to Miss Alice Hotchkiss, a native of Bay City, Mich., and they have one child, *Manola*. The family residence is at No. 9314 Central avenue, South Chicago, Illinois.

CAPTAIN WILLIAM H. JOHNSON is a shipmaster well known to the sailing craft of the Great Lakes, standing high among them as one experienced in and well acquainted with all the different branches of the marine industry. He well merits the high respect in which he has been held by his employers, always having had a career fortunate to himself, and for those for whom he is in command. He is the son of J. O. and Mary Ann (Basney) Johnson, both of whom are deceased; the former having been occupied the greater part of his life as a farmer.

The subject of this sketch was born September 1, 1856, at Annawan, Ill., and at that place spent the first four or five years of his life. From there he moved with his parents to Algonac, and in that place or immediate vicinity he has since made his home. In the public schools he obtained a good common-school education, and in 1872 decided to follow a marine life, to which he has since been an ardent devotee. His first experience was on the *Belle Case*, of St. Clair, where he remained about two years, then going on different lumber barges until 1877. Upon the *Katie Brainard* and John W. Hanaford he spent one year before the mast, and then went upon the *H. R. Newcomb*, in tow with D. W. Rust. After spending one season on the *D. K. Clint* as able seaman, he came on the *John N. Glidden*, and served as wheelsman. In the spring of 1882 he served in the same capacity on the *E. B. Hale* until June, and then shipped as second mate on the steambarge *Ohio*, of Sandusky, he remaining throughout the season and the next year upon this boat, and then entered P. Minch's employ, going on the *A. Everett*. There he spent three months as second mate and was then given the position of mate on the same boat, then in command of Capt. Peter Minch, who was lost on the *Western Reserve* on Lake Su-

perior while taking a pleasure trip. Upon the William Chisholm Captain Johnson acted as mate part of the season with Captain Minch, and part with Capt. Andrew Greves, after which he returned to the A. Everett, and acted as mate one season, with Captain Gerlach.

In 1888 he was given command of the Margaret Olwill, and sailed her throughout the season, coming the next year again to the John N. Glidden, where he remained in command for the next five years. The seasons of 1894, '95, '96 were spent as mate of the Onoko, when she was laid up for repairs at Buffalo, which Captain Johnson superintended. This boat was the first iron steam-barge on the Great Lakes, having been built in 1882 in Cleveland, and brought out by Capt. William Pringle. It was during 1888, and upon the Onoko, that Capt. William Trenter, under whom Captain Johnson acted as wheelsman while on the John N. Glidden, was killed by a deck engine catching his coat when he was making a sail. During the seasons of 1897 and 1898 he was in charge of the steamer I. W. Nicholas, owned by the same company that owned his former boat, the Onoko.

Captain Johnson is a member of the Ship Masters Association No. 4, of Cleveland.

On December 25, 1881, the Captain was married to Miss Alice M. Moore, of Algonac, Mich. They have five children: David W., Orlin H., Russel S., and Donald and Dorothy, twins, who are still infants.

CAPTAIN GEORGE LYMAN DURAND has advanced steadily in his chosen profession, and has been successful in the various offices he has held on shipboard. He is a good addition to the list of lake masters who have done honor to Vermilion, Ohio, where he was born January 8, 1857, a son of Ira Edson and Rachel (Tisdale) Durand. The father was a native of Ohio, and the mother of Syracuse, N. Y.; they met and were married in Vermilion, and are now united in the better world, the father passing over the dark river October 9, 1869, and the mother following, in November, 1876.

Captain Durand was but twelve years

old when his father's death occurred, which made it necessary for him to earn his own livelihood. Up to this time he had attended the public schools, and made a good record as a student. His first work was on the scow S. B. Conklin, where for two seasons he served as cook. In the spring of 1872 he shipped as boy on the steamer Samuel Mather with Capt. Lucius Edson, who became a warm friend of young Durand, and at the end of two seasons promoted him to the office of second mate, which he filled acceptably during the season of 1874. The next spring he joined the steamer W. R. Stafford, with Captain Cummings. This was followed by four seasons in various capacities on the H. J. Webb, Sophia Minch, Samuel Mather and C. P. Minch, he being second mate on the last named vessel.

In the spring of 1879 Captain Durand was appointed mate of the schooner Anna P. Grover, of which his uncle, Homer Durand, was managing owner, and held that office two seasons, when he was promoted to be master of the same. This was followed by a season as mate on the schooner G. H. Warmington. After engaging in business ashore two years, the Captain again came out as mate of the Anna P. Grover, and in the spring of 1887 assumed command of her and sailed her with good business success five consecutive seasons. After passing the seasons of 1889-90 as master of the schooner Scotia, he was again appointed to the Anna P. Grover, and sailed her two seasons. In the spring of 1893 Captain Durand turned his attention to steam, going as second mate of the William Edwards, followed by a season in the Emily P. Weed, transferring in 1895 to the J. C. Gilchrist as mate. In 1896 he entered the employ of the Bessemer Steamship Company, as mate of the new monitor Alfred Krupp, transferring to the Sidney G. Thomas as master the next year, during the time her captain was ill. Later on, there being no vacancy in the Bessemer Steamship Company, the Captain served as first mate on the new barge Amazon for a short time; at that time the Amazon was considered the largest freighter on the lakes, and

in July, 1897, he was appointed master of Sir W. Le Baron Jenny, of the Bessemer line, which he laid up in the fall. In the spring of 1898 he was appointed master of the monitor Alexander Holley, which he considers one of the stanchest and most seaworthy craft on fresh water.

Socially, the Captain is a Master Mason of Gibson Lodge No. 301, Birmingham, Ohio.

On January 25, 1882, Captain Durand was wedded to Miss Georgia E., daughter of Alfred and Georgianna Babcock, of Florence, Ohio. The children born to this union are Perry Burgess, Mary, Genevieve and Clara Lucille, all pupils of the public school of Florence, Ohio.

Perry Burgess, a bright boy of fifteen, and a pupil of the high school for the past four winters, may rightly be called one of the youngest second mates on the lakes, he having very acceptably filled this position on the Holley under his father during the season of 1898.

MYRON K. CHAMBERLIN, master of the schooner Marcia, was born in St. Clair, Mich., in 1870, the son of John Chamberlin, a prosperous farmer. His early life was spent in school and on his father's farm, and he commenced sailing in 1889. He was seaman before the mast in the schooner Reindeer, until the steamer Oscar T. Flint came out, when he went as deckhand on her. He finished the season as watchman in the steamer J. C. Gilchrist. He spent the season of 1890 in the Oscar T. Flint and the John M. Nicol, and as wheelsman in the C. W. Elphicke, during 1891, and in 1892 until the W. H. Gilbert came out. Then he became wheelsman in the Gilbert. In 1893 he held a similar position in the steamer Maruba, and the year following he was second mate of the Maritana. In 1895 he was second mate of the Mariposa, and during 1896 and 1897 he was mate of the same fine steamer, and in the spring of 1898 he was appointed master of the steel schooner Marcia, of the Minnesota Steamship Company.

In the fall of 1897 Captain Chamberlin sighted the wreck of the Idaho, off Long

Point, and assisted Capt. F. Root and his brave crew in rescuing the two men, the sole survivors of a crew of twenty-one.

CAPTAIN CHARLES T. BRONSON is a descendant of two very noted families, whose names are so familiar to students of lake history, his grandfather on the maternal side being Henry Navarre, named for Henry IV, King of France and Navarre, while his grandmother was Mary La Salle, a relative of the great explorer and discoverer of that name, who built the first two vessels to navigate the lakes below the falls of Niagara, one being the Griffin, while the other, which was wrecked on her first voyage, was not named.

Captain Bronson was born at Monroe, Mich., in the pier lighthouse, Lake Erie, on February 25, 1858, his father being the keeper of the light at that time. He is a son of William E. and Clara (Navarre) Bronson, and a grandson of Edward Bronson and wife, both natives of Scotland, and the latter a member of the MacLaren clan. They came to the United States and located in Seneca, N. Y., when that city was a very small hamlet. The Captain's father, who was a well-known master of steamers on the lakes, was born in Cleveland, Ohio, in 1823, which was very early in the history of that great lake port. The mother's birth occurred in a cottage near Monroe, Mich., which was owned by her father at that time. There Gen. Anthony Wayne, the great Indian fighter, known in history as "Mad Anthony," made his headquarters during the time he was waging an aggressive war against the "noble red men," then the allies of the French. Mrs. Bronson is now sixty-eight years of age, and makes her home in Chicago. Notable among the steamers which her husband sailed were the City of Toledo, Dart, Clematis, Kate Williams, Bonnie Boat, his last command being the Joseph Barber. He died in Monroe, Mich., in 1873.

Capt. Charles T. Bronson and his sisters secured their primary education at Sandusky, Ohio, at which time the father was sailing the Bonnie Boat between Fremont and Sandusky on the Fremont river. They

would take their lunch baskets and go to school by the boat in the morning, and return in the same way in the evening. The Captain afterward attended school in Detroit, and finished his education at South Bend (Ind.) Academy, where he studied for several winters. He commenced his marine career at an early age, going first with his father as wheelsman in the *Clematis* and transferring to the schooner *Erastus Corning*, *Bridgewater* and *St. Paul* as the years passed. In 1873 he went to New York harbor and shipped in the bark *James L. Prendergast*, bound for Rio Janeiro, where he contracted yellow fever and was left in the hospital. Being strong in vitality and having a good constitution, he recovered after two months, and shipped as second mate in the brig *John Shay*, returning to New York by way of St. Thomas. He then went to Louisville, Ky., where he was appointed master of the small steamer *Corinne* and sailed her two seasons on Green river, between Bowling Green, Ky., and Evansville, Ind. Returning to New York, he shipped in the bark *Fannie H. Loring*, and made a voyage to the Mediterranean Sea, touching at Gibraltar, Alexandria, Malaga and other seaports, the round trip occupying about eighteen months. His next voyage was to Rio Janeiro, Brazil, as second mate in the *James L. Prendergast*, being absent nine months. Leaving his ship at Baltimore, Md., he joined the schooner *James M. Riley*, going before the mast to Liverpool, thence to Cadiz, Spain, and returning to Philadelphia with a cargo of merchandise.

In the spring of 1881, Captain Bronson went to Buffalo, N. Y., and shipped in the steamer *Maine*, one of the old Northern Transportation Company's boats, as wheelsman. This was followed by a season as second mate in the schooner *J. G. Masten*, going thence in the same capacity in the *Michifian*, a smart schooner. He stopped ashore in 1884 and entered the employ of the Pullman Car Company as time keeper, and steadily advanced until he became assistant superintendent. In 1887 the company purchased the steamer *May A. Minter* and he took charge, sailing her three years,

when he was transferred to the *Leo*. It was in the spring of 1891 that he first entered the employ of the Goodrich Transportation Company, as mate of the passenger steamer *Indiana*, the next two seasons holding a like berth in the steamer *City of Racine*. In the spring of 1894 Captain Bronson was appointed sailing master of the United States revenue cutter *Calumet*, at the same time being invested with the office of custom inspector. At the breaking out of hostilities between the United States and Spain he was directed to take the *Calumet* to Cleveland and deliver her to the navy department, which he did on April 15, 1898, and returning to Chicago he was appointed to the captaincy of the passenger steamer *Chicago*, of the Goodrich Steamship line, plying between Chicago and Lake Michigan ports. Although he resigned his office as inspector of customs at the time he turned over to the government the cutter *Calumet*, his tender has not yet been accepted.

Captain Bronson lived in Detroit a number of years, but removed to Chicago in 1872, and now makes his home at 454 Fifty-fifth street, that city. He was married on October 4, 1878, to Miss Zeppa Curtis, and and to them have been born two children: Ada has just graduated with honors from the Hyde Park high school, and her essay on Patriotism, which was the subject announced by the faculty, received the highest commendation. She chose for her theme "Mad Anthony," and handled it with rare ability, originality and pathos; Charles C., the son, is a pupil of great promise.

CAPTAIN STEPHEN R. JONES, who has been in the employ of the Western Transit Company from the time he began sailing, is a son of Stephen and Jemima Jones, the former of whom was also a lake captain, and lost his life in 1880 by the unfortunate capsizing of a sail-boat outside of Buffalo harbor. The particulars of the accident were never known.

The subject of this sketch was born March 9, 1863, at Buffalo, where he attended school. At the age of sixteen he began sailing as watchman on the steamer *Oneida*, of the Western Transit Company,

in which berth he remained two seasons. In the fall of 1881 he was lookout on the steamer *Fountain City*, and in 1882 was lookout on the *Boston*, the next season and that of 1884 serving as wheelsman of the *Boston*. In September, 1884, he went on the *Buffalo*, finishing the season as her wheelsman. During 1885 he was second mate of the *Idaho*, except the last trip of the season, which he made in the *Milwaukee*; he was also second mate of the *Milwaukee* during 1886, and in 1887 filled that berth in the *Montana* until September, when he was transferred to mate's berth on the *Chicago*, in which he remained until the close of the season of 1889. For the seasons of 1890-91-92 he was mate of the *Albany*, which was sunk in the collision with the *Philadelphia* off Point aux Barques, in 1893. In 1893 Captain Jones was given master's berth on the steamer *Montana*, which he filled to the satisfaction of his employers for the seasons of 1893-94-95-96 and '97. For the season of 1898 he was made master of the *Milwaukee*. During his career the Captain has had no collision or accident.

Fraternally Captain Jones is a Mason, a member of DeMolay Lodge. He was married in 1892 to Miss Jennie Dallas, by whom he has one child, Valentine. The family residence is at No. 708 Prospect avenue, Buffalo. The Captain is a self-made man, having to depend entirely upon his own merits for his advancement. He has been with the Western Transit Company some nineteen years, and it is the only employ he has ever been in.

JOHN M. PALMATIER, at present chief engineer of the Wagner Palace Car Works, on Broadway, Buffalo, was born in the year 1848 at Esperance, Schoharie Co., N. Y., a son of Isaac R. and Lydia A. (Purtell) Palmatier. The father was born in the same town in 1818, and was a brickmason by trade. The mother was born in 1825, in New Rochelle, Westchester Co., New York.

Our subject began his seafaring life as first assistant engineer on the *Ocean King*, a wrecker in New York harbor and vicinity,

and in 1886 he was made chief engineer of the same steamer. Subsequently he was chief engineer on the steamyacht *Sappho*, and also of the *Elfrieda*, but in the meantime he was for thirteen years with the New York Central Railroad Company, serving his time as machinist, locomotive fireman and engineer on that railroad. In 1886 he was made chief engineer of the Wagner Palace Company, of Buffalo, N. Y., which position he still retains. He keeps his engineer's papers renewed from time to time, but has sailed in no other capacity than above stated.

Mr. Palmatier was married, in 1871, to Mary L. Everett, of Chatham, Columbiana Co., N. Y., and they have two daughters: Eva L., born February 14, 1876, and Carrie L., born September 6, 1879.

Mr. Palmatier is a member of Marine Engineers Beneficial Association No. 1, Buffalo, N. Y., and of the National Association of Stationary Engineers. Fraternally, he affiliates with the I. O. O. F., Northern Light No. 729, and of Mt. Zion Encampment No. 17, also of Iowa, Rebekah degree No. 118, and has taken a very active part in Odd Fellowship for 25 years. In addition to the above, he is a member of the A. O. U. W., Washington Lodge No. 83, and is a past master workman.

WILLIAM MEADE is of English parentage, and is a son of Cornelius and Elizabeth (Maidment) Meade, the former of whom was a machinist. Their family consisted of two children: William, the subject of this sketch, and Harriet, wife of David Sullivan, who was also a machinist.

Mr. Meade was born January 11, 1852, in London, and emigrated to Canada in 1869, locating at Toronto. He has been at work at his chosen calling since twelve years of age, and before leaving his native land was employed in the Royal Arsenal at Woolwich, where they manufactured and still manufacture heavy guns and carriages on a large scale. He learned his trade, however, at McKicknie & Bertram's tool works in Dundas, Canada, and also worked in other Canadian shops a couple of years, beginning when about twenty years of age.

and serving an apprenticeship of four years in the first named place. Since coming to America he has worked in a large number of shops during the winters of his sailing career. Mr. Meade was not above beginning at the bottom round of the ladder, and unlike many other engineers who graduate from machine shops into steamers in the lake service, he commenced his sailing as fireman on the Canadian steamer *Armenia* in 1878. During the two succeeding seasons, however, he was second engineer of the *Armenia* and *Chicora*, respectively, the latter of which was an old blockade runner during the Civil war in America. At this period he changed to American vessels, and in 1881 shipped out of Buffalo as second engineer of the passenger steamer *Pacific*, of the Union Steamboat line. The next season he was second of the steamer *Japan*, of the Anchor line, and in 1883 he was chief engineer of the *H. D. Coffinberry*. During 1884-85 he was second of the *H. J. Jewett* and *Winslow*, and for the seasons of 1886-87-88 he was chief engineer of the *Lycoming*, of the Anchor line. For those of 1889-90 he was chief of the *Susquehanna*, and for 1891 of the *Nyanza*, owned by McBrier, of Erie, Penn. In 1892 Mr. Meade brought out the steamer *Uganda* new, and held chief engineer's berth in her for that season and also those of 1893-94-95-96. For the season of 1897 he received his appointment as chief of the *Savona*, formerly the *Emily P. Weed*. For season of 1898 he was appointed chief of the *T. W. Palmer*. Mr. Meade is a member of the Marine Engineers Beneficial Association No. 1, of Buffalo, and in fraternal affiliation he is a Freemason, belonging to DeMolay Lodge No. 498. He was married at Buffalo in 1881 to Miss Agnes McCabe. They reside at No. 209 Potomac avenue, Buffalo, New York.

EDWARD ZEALAND. As far back as ancestry can clearly be traced the family of whom the subject is a descendant have been sailors. His father, whose name he bears, was on a man-of-war with Nelson.

The family of Edward Zealand, Sr., consisted of five sons, all of whom sailed at times. Thomas Zealand sailed for the

greater part of his life, except the year of 1849, which he spent in California. John was on the water all his life, and Henry is now captain of the *Mariska*, and William commanded the Lake Michigan during the season of 1898.

Edward, Jr., received a common-school education at Hamilton, Ontario, the place of his birth, and during the summer of his seventh year he went on the lakes as cook's assistant, and thus began a marine life, to which he devoted his entire time. When he was still young he passed rapidly through the steps of advancement, and was early in command of small boats, which were owned by his father.

Edward Zealand is married to Miss Jane Gibson, a Canadian woman of Scotch descent, who is still living at her home in Canada. She is a sister of the Hon. J. M. Gibson, who was formerly Provincial Secretary of Canada, and is now the Commissioner of Crown Lands. They have had five children: Edward G., who was on the lakes for several years, and is now the deputy sheriff of Hamilton, Ont.; William O., captain of the *Modjeska*; Mary G., married to W. J. Wright, an attorney at Brockville, Ont.; John J., who is in the hardware business at Sault Ste. Marie; and Edith, who still remains at home, unmarried.

Captain Zealand met his death in November, 1880, on Lake Ontario, while on the steamer *Zealand*, which was lost in a storm with all hands.

CAPTAIN WILLIAM O. ZEALAND. Our subject is descended from a family of sailors. His father was on the lakes for many years, and with him Capt. William O. Zealand began his marine life at the age of seventeen years, having been born at Hamilton, Ont., April 6, 1860. He first went on the *Zealand*, a boat owned and commanded by his father, and here remained in the capacity as watchman for three years. At the end of that time he came off the water and engaged in the hardware business for several years. In leaving the boat when he did he escaped the accident in which his father met his death.

He went to Dakota, and was there en-

gaged in the hardware business for some time, and returning home in 1884, he went on the *St. Magnus* as purser and remained one season, serving the latter part of that time as mate.

For the next five years following he was employed on the *Canada* as clerk, second mate and mate. He then sailed the *Steinhof*, and for the four following years was in command of the *Mazeppa*, *Macassa* and *Modjeska*. The *Modjeska* was built in Scotland, and ran on Lake Ontario.

Captain Zealand is a single man, and a member of the Masonic order, Scottish Rite, and of the Knights of Pythias. During the season of 1897 he sailed the steamer *Lake Michigan* on the route between Montreal and Duluth, and officiated as captain of the *Lake Michigan* during the season of 1898.

CAPTAIN EDWARD ZEALAND, JR. As far back as ancestry can clearly be traced the Zealands have been sailors. The father of our subject, whose name he also bears, was on a man-of-war with Nelson.

The family of Edward Zealand, Sr., consisted of five sons, all of whom were sailors, viz.: Edward, William, Thomas, John, Henry. Thomas Zealand for the greater part of his life except the year 1849, which he spent in California, passed his time on the lakes. John was on the water all his life, and Henry is now captain of the *Mariska*. William, the second son, was captain at sea for about ten years, the rest of his life being spent on the lakes.

Edward Zealand, Jr., received a common-school education at Hamilton, Ont., the place of his birth, and during the summer of his seventh year he went on the lakes as cook's assistant, and thus began his marine career, to which he devoted his whole life. When he was still young he passed rapidly through the steps of advancement, and was early in command of small boats owned by his father.

Edward, our subject, was married to Miss Jane G. Gibson, a Canadian woman of Scotch descent, who is still living at her home in Canada. She is a sister of the Hon. J. M. Gibson, who was formerly Pro-

vincial Secretary of Canada, and is now the Commissioner of Crown Lands.

Mr. and Mrs. Zealand have had five children: Edward G., who was on the lakes for several years, and is now the deputy sheriff of Hamilton, and a major in the Canadian militia; William O., captain of the *Modjeska*; Mary G., married to W. J. Wright, an attorney of Brockville, Ont.; John J., who is in the hardware business at Sault Ste. Marie; and Edith, who still remains at home unmarried.

Captain Zealand met his death in 1880 on Lake Ontario, while on the steamer *Zealand*, which, with all hands, was lost in a storm.

CAPTAIN JOSEPH NORMAND, who removed to Cleveland as early as 1837, was among the very first wire-rope riggers on the Great Lakes, and had charge of the rigging of a large number of vessels which first made use of the (then) new material.

Captain Norman's birthplace was Dizer, Scotland. He was born in 1807 on a whaling vessel, and commenced sailing at the age of eleven years, being on the ocean for nineteen years before removing to the United States. After locating in Cleveland he resumed the life of a sailor, and followed the lakes for twenty-five years. Being fully conversant with the manner of placing all kinds of rigging upon vessels, his services were in demand in this line, and when wire rigging first appeared, he entered the employ of the firm of Upson, Walton & Co., as head rigger, which position he retained until his health failed and he was obliged to retire from active business. Among the vessels rigged by him were the *Selkirk*, *J. C. Magill*, *C. C. Roberts*, *Oak Leaf*, the two revenue cutters *Sherman* and *Fessenden*, and the schooner *Union*.

Captain Norman also saw service on the lakes on the schooners *Union*, *Amazon*, *Winfield Scott*, *Magill*, *Nellie*, *Three Friends*, *Escanaba*, *Negaunee*, and many others.

Captain Normand married Miss Ellen Crangle. Their children were Alice, James H., Mary, Joseph, George and Florence. He passed away in 1885, at the age of seventy-eight years.

CAPTAIN JAMES H. NORMAND, who has been a tug captain in Cleveland for nearly thirty years, was born in that city in 1850. His father was the late Capt. Joseph Normand, and his advent into the world took place in a house which stood in the very center of what is now Hickory street.

His sailing career began when he was eighteen years of age on the schooner *Eagle*. Shortly after he served as fireman on the tugs *Monitor*, and *Abe Nelson*, and then received his master's papers, since which time he has commanded the tugs *Standard*, *Fish*, *Shoo Fly*, *Belle King*, *Old Jack*, *Sickeson*, *R. K. Hawley*, *Maggie Sanborn*, *Charles Henry*, *Enterprise*, *Florence N.*, *E. R. Edson*, *Morning Star*, *Levi Johnson*, and *Starkweather*.

Captain Normand's first service was in the employ of the *Standard Oil Company*, and he remained with that concern fifteen years. He was on the *Monitor*, when she took the first barge loaded with oil from the company's works to the mouth of the Cuyahoga river, that being the inception of an enterprise that resulted in an enormous saving to the company. Captain Normand has also taken a tug up the Cuyahoga river to a point five miles above the *Standard Oil Company's* works, this being the highest point ever reached by a tug.

In 1875 Captain Normand married Mrs. Adeline Thauvette, widow of the late Henry Crangle, of Cleveland. Having no children of their own they have taken to their hearts and home an adopted child, whom they call Adeline Normand.

JOSEPH NORMAND. The subject of this sketch was born in Cleveland, Ohio, in 1864, a son of Capt. Joseph Normand, who owned and sailed vessels during the earlier half of the century, and was one of the earliest wire-rope riggers on the Great Lakes.

Our subject commenced his sailing career in 1873 as fireman on the yacht *Herald*, where he remained two seasons. Then he entered the employ of the firm of L. P. & J. A. Smith, serving as fireman successively on the tugs *Shoo Fly*, *Maggie Sanborn*, *L. P. Smith*, *James Amadeus*, and *Standard*, being with the latter boat three

years, one of which he served in the capacity of engineer; afterward entering the employ of Robert Greenhalgh, and for one and a half years served as engineer on the tugs *W. H. Doan*, *C. E. Bolton*, and *Mary Virginia*. Then he removed to Chicago, where he was employed for three years as engineer on the tugs *Flossie Tilkey*, *Robbie Denham*, *Mosier*, and *T. T. Morford*. Then he returned to Cleveland, and spent one year on the tug *Helene*; then three seasons on the tug *Joe Harris*, and one season on the government tug *Spear*, followed by a season on the steambarge *Nahant*, serving as engineer on the tug *Enterprise* during the season of 1896.

In 1888, Mr. Norman married Miss May E. Cahill, of Cleveland. The union has been blessed with three children: Mabel; Joseph, who died in infancy; and Florence Beatrice.

ROBERT MCCLURE, of Detroit, first engineer, and who perished on the *Chicora* January 21, 1895, had been with the *Graham & Morton Transportation Company* two years, and was one of the best known and most skillful marine engineers on the chain of lakes. He was forty-nine years of age, and had sailed on all the great lakes except Ontario.

Robert McClure was born November 3, 1845. He served in various positions on the Mississippi river until the war broke out. He came from New Orleans as far as Cincinnati, Ohio, and enlisted in the first Kentucky regiment which was formed while Kentucky remained neutral. He went through the campaign in West Virginia, and served afterward in the brigade commanded by General Nelson. He was in the battle of Shiloh (Nelson's division), South Perryville, and at Stone river. He was severely wounded and received his discharge in 1863, and from that time he sailed on the lakes on the following steamers: The *City of Sandusky*, the *Marine City* (burned in 1880 while he was engineer), the *Saginaw* until about 1887, when he was employed up till 1890 in the United States local inspector's office at Detroit. He then went to Tacoma, Wash., to put an engine, made in

Detroit, in a boat built at Tacoma, on which he was engineer until January 1, 1891, and running between Portland, Ore., and Tacoma. He then returned to Detroit, and was on the steamer Metropolis, until the Chicora, which was being built, was finished, when he then entered Mr. Graham's employ. Mr. McClure left a widow and five sons: Albert V., George I., Charles F., Robert and Harold; also two brothers, George I. McClure, of No. 523 Trumbull avenue, and William J. McClure, engineer of the City of Chicago.

"No better or more trustworthy man ever lived than Robert McClure," Mr. Graham said. His death caused widespread sadness among vesselmen and sailors around the lakes, as well as at his home and Chicago, where he had many friends.

His brother, George I. McClure, in speaking of his brother to his children, says: "Your father was a man whose life was marked by a strong sense of duty, in the discharge of which he was ever faithful to his trust. I know of no higher compliment to be paid to any man's memory than to be able to say he was ever faithful."

CAPTAIN FOWLER J. PRESTON (deceased), late of St. Joseph, Mich. The death of Capt. Fowler Preston, at Chicago, February 4, 1896, closes the career of a lake captain whose name is a household word in every port on the Great Lakes, as he was favorably known to every man who sailed in any capacity on the great inland seas for the past thirty years.

Fowler Preston was born April 30, 1844, in St. Joseph, Mich. His father, for whom he was named, died six months before Fowler, Jr., was born, consequently his trials began at an early age, and while other boys of his age were growing up in the lap of luxury, this youth cast about him to make a path for himself. As the tastes of our subject lay in the direction of the water, he shipped at the age of thirteen years, first on the Jupiter, a small trading vessel out of St. Joseph. He was cabin boy on the schooner Freemason, the vessel being engaged in the fishing trade along the St. Joseph shore. After sailing two seasons on

the Freemason, he bought an interest in the schooner Black Hawk, and sailed on her for a time, and in 1859 he went to Cleveland and bought the schooner Cousin Mary, and as captain sailed her between St. Joseph and Chicago, until the year 1862, when the roll of the drum and flashing of the sword and bayonet proved too much for the patriotic blood of young Fowler Preston, and he enlisted as an able seaman in the naval service of his country. He was consigned to the United States steamship Stars and Stripes, which was stationed off Cape Hatteras, watching and giving battle to blockade runners. While engaged in this service with shipmates, of whom Capt. James Paxton and John Goodal, of St. Joseph, were two, the Stars and Stripes succeeded in capturing a schooner loaded with arms, which had undertaken to run the blockade and deliver her cargo to the Rebels; and he was among the number of his shipmates who were put aboard the vessel to take her to New York City as a prize. Before reaching that port, however, a great storm arose on the Atlantic, and the vessel was cast upon the uninhabited island and became a total wreck. Seaman Preston endured great hardships and privations on that island before being rescued, and many times climbed the spars of their broken vessel in order to see if help was at hand, which finally came, and all were taken to New York City.

At New York, Seaman Preston was, among others quartered upon the mailship Columbia, plying between New York City and Havana, in order to defend the ship should she be attacked by Rebel privateers in Southern waters. On this ship Capt. Edw. Napier, well known at St. Joseph, was one of his shipmates. He was employed on this ship until the expiration of his term of service in 1864. He returned to St. Joseph and became interested in the schooner Fish Hawk, which traded between St. Joseph, Chicago and Milwaukee, engaged in the wood-carrying traffic. In 1872 he purchased the propeller Skylark, which he cut down and fitted out as a barge, and went into the lumber trade from Manistee to Michigan City, and was en-

gaged on that vessel for about five years. He then sold a half-interest in the Skylark to Robert Ricaby, and the following year a quarter-interest to Capt. H. W. Williams, and they fitted her out with an upper cabin, and put her in the passenger traffic between that port and Chicago. After this first season, however, he sold his remaining interest to Captain Williams. His next marine venture was to purchase the hull of a barge at Saginaw, which he had towed to St. Joseph, leaving Saginaw just a few days after the great Alpena storm. He fitted out this hull with the machinery, and named the boat the A. H. Morrison, in honor of one of St. Joseph's most prominent men, and ran her in the lumber business between Grand Haven and Chicago, for two seasons, and then sold her to Welland Bros. He next built the tug Jennie King at New Richmond, and ran her one season in the St. Joseph port as a ferry and towing steamer, and then sold her to local parties.

In 1886 he built the well-known lumber carrier, Maud Preston, at W. A. Preston's yards, and named her in honor of his only niece, the daughter of his only brother. He owned that steamer about three years, and carried lumber between Ludington, Manistee and St. Joseph. It was during his ownership of the Maud Preston, and in an endeavor to increase her speed by substituting a larger wheel, that the chains of the lifts parted, pinning him to the earth between two of the buckets, and severing his right thumb so that amputation was necessary. He sold her to Captain Bradley, of Muskegon, and then bought the steamer Seymour in 1892, carrying lumber about the different lake ports, and much of it for the Graves Lumber Company, of Benton Harbor, selling her after an ownership of about two years, and before completing an overhauling of her at South Haven, to the Sheboygan, Wis., Chair Company. The steamer Imperial was his next purchase, which he sold after one season to Manitowoc parties, and then started his pride at Ludington, the steamer Visitor, which he completed at Heath's shipyards, intending her for the lake front excursion business at Chicago. He also owned an

interest in the tug Sanford at the time of his death. But the Visitor he considered the best boat he had ever owned, and it proved to be the last one he was ever interested in.

On August 20, 1883, at Milwaukee, Captain Preston was married to Miss May Talmage, of New Richmond, who survives him.

QUINCY MILLER, one of the most popular and best known engineers who have sailed the lakes, was born March 22, 1845, on a farm near Mayfield, Ohio, and it was at that place that he spent the earlier years of his life and acquired his education. He is a son of Joel and Polly (Van Gorder) Miller, his grandparents being Melancthon and Hannah, and his great-grandparents Samuel and Mary (Conklin) Miller, both of good old families and living to great age, Samuel dying when eighty-one years old, and his wife when ninety. Their family consisted of thirteen children, all of good vitality, their ages ranging from forty-six to ninety-one. In the grandparents' family were ten children, and in the parents' there were six, Quincy being the eldest son.

On October 17, 1861, Quincy Miller, the subject of this article, enlisted in Company C, Sixty-seventh O. V. I., reenlisting at Hilton Head, S. C., on December 31, 1863. Before the close of the war he had borne an honorable part in the battles at Blooming Gap, Va.; at Winchester, where he was captured, and after being held prisoner was recaptured by the First Michigan Cavalry at Luray, a short time after having been paroled. A few days later he was engaged in the affair at Strasburg, Va., and on the 30th of May, at Front Royal; at Harrison's Landing, July 11, 1862; at Malvern Hill, August 5; at Franklin, October 3; at Zuni, December 11 and 12; at the siege of Fort Wagner; and while at Charleston was under fire from July 10 to September 16, when on July 18 the regiment lost half of its number. On May 6 and 7, 1864, he was in the engagement at Chester Station, and after two days fighting at Swift Creek, Va., followed by the Drury's Bluff battle, lasting from the 12th to the 16th of



Quincy Miller

May, he went into the battle at Wier Bottom Church, and Bermuda Hundred, from the 16th to the 30th of June, and at Deep Bottom Run in August, a running fight, lasting four days. On the 13th of October, 1864, he went into the engagement at Darbytown Road, and on the 27th was severely wounded in the head and left unconscious on the field. Recovering, he took part in the battles which led to the fall of Petersburg, April 2, 1865, and the surrender of General Lee, at Appomattox, April 8. He was honorably discharged from the service September 1, 1865, with one of the clearest records.

Upon his return from the service of his country, Mr. Miller entered the employ of Pankhurst, Wallace & Sawtell to learn the machinist's trade, remaining with that firm three years. In 1869 he received his marine engineer's license, and was appointed first assistant on the steamer Northern Light, this being followed by service of like capacity on the City of Concord, Annie Dobbins, and Lowell, a period covering five years. He then became chief engineer of the steamer J. H. Devereux, Empire, Wocoken, Lawrence, Cormorant, Egyptian and Cumberland, and attained to the position of superintending engineer of the Winslow line of steamers, holding that responsible position eight years.

In 1887, at the time the Cleveland Shipbuilding Company was founded, Mr. Miller was called to take the superintendency of the boiler department of that concern, a position he filled to the entire satisfaction of all, he being also a stockholder up to the time of this writing.

Fraternally he is a member of the Marine Engineers Beneficial Association, No. 2, of Cleveland, which he has represented in national convention in New York, Philadelphia and Detroit; he is also a Royal Arch Mason and a member of the Independent Order of Odd Fellows. His only son, L. A. Miller, is a lieutenant in the United States Light Artillery, was in the battle at Manila, and is now stationed at San Francisco, having been gunner of the starboard battery of the cruiser Boston, and by good action was raised three numbers. His

daughter, Mate C., is the wife of H. A. Norton, a gentleman connected with the Cleveland Window Glass Company.

CAPTAIN P. BOYLAN, of Cleveland, Ohio, was born in Baltray, County Louth, Ireland, about the year 1833. His father and grandfather, Christopher and Nicholas Boylan, respectively, were first branch pilots of the port and harbor of Drogheda, on the river Boyne. They owned a pilot boat called the Gazelle of sixty-five tons, the only pilot boat of that port.

Capt. P. Boylan first went to sea with his father in the Gazelle, in 1845, remaining thereon until 1847. From the Gazelle he went to serve his apprenticeship in the full-rigged brig Lady Florence, with Capt. Edward Bishop, serving part of his time in the schooner Lord Byron, with Captain Owens. From the Byron he was sent on board the bark Jeanette, Captain Moore, in 1848, loading railroad iron in Cardiff, Wales, for Boston, Mass., from which place he went to St. Andrews and loaded lumber for Drogheda, Ireland, when he returned to the brig Lady Florence, remaining thereon until 1850. He next went on the brigantine Isabella with Captain Kelly, and loaded railroad iron in Newport, Wales, for New York, arriving there in June, 1850. At Brooklyn, N. Y., he helped load a cargo of Indian corn for Belfast, Ireland, arriving in Belfast October 10, 1850, going back to the brig Lady Florence, where he finished his apprenticeship in 1851. He was then made mate of the same brig, remaining there until January 3, 1852, after which he was made mate of the schooner Monkey, Captain Moore. He shipped at Liverpool March 15, 1852, in the full-rigged ship Joseph Walker with Captain Oxley, for New York, the vessel carrying six hundred and fifty (650) passengers to America. Leaving the Walker at New York he went to Oswego where he shipped before the mast in the schooner Oregon, Captain Thompson. Then he went to the schooner Mary Frances, Captain McGann, and to the brig Halifax, Captain Graham, in the same year, becoming mate of the schooner Elizabeth with Capt. R. H. Hudson, in 1853. In the year

1854, he sailed as mate of the brig *Arabian* with Capt. Daniel McLaughlin, leaving her in July, to become master of the schooner *Elizabeth*. This vessel was lost the same year through springing a leak off Long Point, Lake Erie, and went down December 5, with a cargo consisting partly of coal and partly of a traveling museum of stuffed birds and animals, which was on its way to Toronto. This museum, which was valued at \$25,000 belonged to a man named Davis, of Cape Horn, and but \$9,000 worth of it was recovered.

Captain Boylan sailed the schooner *Albion* in 1855, and the brig *Arabian* in 1856, purchasing the vessel three years later and sailing her for eight years. Then he sold her and bought the schooner *E. P. Ryerse*, spending the next eight years on board that vessel. The *Ryerse* collided with the schooner *Bahama*, of Dunkirk, and was lost in September, 1874. Captain Boylan libeled the *Bahama* for the loss of his own vessel and won the suit, receiving the *Bahama* in return. He sailed the *Bahama* until the fall of 1879, when she went ashore in a storm at Sand Beach, Lake Huron, with a cargo of coal for Racine. He abandoned the vessel to the underwriters as a total loss, receiving the insurance of \$7,500, and in 1882 he purchased one-half of the schooner *Orantes*, disposing of his interest that fall, and purchasing the schooner *Arcturus* the following year; he sailed the *Arcturus* until 1888, when he sold her and retired.

On January 29, 1855, he was married to Miss Julia Curran, of Cleveland. Their children are: Margaret J., wife of Joseph Meehan; Annie, wife of Manly Tello; Nicholas J. and Thomas E., coal merchants; Mary Frances; and Christopher, who is an oil merchant in Cincinnati, Ohio. Mrs. Boylan died in 1866, and in 1884 Captain Boylan married Miss Mary Prendergast, who was born in Cleveland.

WILLIAM AND ROBERT FREELAND. These brothers are the owners of that valuable property on the water front at the foot of Yonge street, known as "Milloy's Wharf," or as it is put officially in the surveys and

other documents, "Yonge Street Wharf." Both of these gentlemen rightly pride themselves on their holdings, which include some of the finest wharves in Canada, where the best of the Lake Ontario and St. Lawrence river steamboats make their landings.

Peter Freeland, the father of these gentlemen, came to New York City, in 1819, from Glasgow, Scotland; but not being pleased with his location, he moved to Montreal, in the Province of Quebec, at that time called Lower Canada. There the son William was born in 1831. Still dissatisfied with his location, Mr. Freeland continued to travel westward, coming to York (now Toronto), in 1832. In that year Robert was born, so that there is little disparity in the ages of the brothers. Shortly after his arrival in York, Peter Freeland purchased, from the late Judge Sherwood and the late Peter McDougall, the water lot and water front, which in after years were destined to become so valuable in the hands of his two enterprising sons, and which at that time, land and water included, covered an area of but one acre. During his lifetime the property acquired considerable value, and eventually it passed into the hands of his two sons at his death, which occurred in 1861. It continued to grow in value and size, through later additions by Crown grants and purchase, until it was 1,400 feet in depth; 400 feet of this, north of the Esplanade, was sold; on this portion there are extensive warehouses and the old Grand Trunk railway station. The wharf property extends 1,000 feet from the Esplanade to what is called the "New Windmill Line," or outer limit of the water lots, and has a width of 300 feet from Yonge street to Scott street. Including land and water, the area of the holdings south of the Esplanade is seven acres. There are 1,800 feet of wharf frontage for the mooring of vessels, and 40,000 square feet of ground floor in the warehouses.

Some of the more important vessels which regularly land at the Freeland wharves are the *Chippewa*, *Corona* and *Chicora*, of the Niagara Navigation Company; the *Corsican*, *Caspian*, *Hamilton*, *Algerian*, *Spartan*, *Corinthian* and several

others of the Richelieu & Ontario Navigation Co.; the Lakeside, of the St. Catharines Navigation Company, and the Greyhound, of the Oakville service, etc. Besides these there are a number of coal and other freight vessels which discharge their cargoes at the Scott street wharf, where there is an extensive coal yard, also part of the Freeland property, for many years past leased to Messrs. P. Burns & Co. In one of the large warehouses on the Yonge street wharf an immense wholesale fruit business is carried on, to facilitate the operations of which the Canadian Pacific railway has put in a first-class railroad siding, extending 400 feet down the wharf, for the loading and unloading of fruit and other freight directly from the boats and cars. The large and increasing traffic in fruit has become a chief feature of the Yonge street wharf, enormous quantities coming in daily, in the season, from the Niagara peninsula, from New York State, the Grimsby district, the Oakville district, and Essex.

Recently a new pier was extended by Messrs. Freeland into the bay a distance of 400 feet, more particularly for the accommodation of the Niagara Navigation Company's steamboats, and first-class waiting rooms and lavatories have been provided for the convenience of passengers. There is not any comparison between the present modernly constructed quay and the Yonge street wharf, which was originally built in 1841 by a joint-stock company of Toronto merchants, and which the late Peter Freeland and the present owners extended from time to time.

The Richelieu and Ontario Navigation Company's Montreal steamers occupy the outer end of the old wharf, having been established here for the last thirty years; they also have the use of the large warehouse adjoining. This building is 165 feet long by 70 feet wide, with overhanging eaves 10 feet, loading platforms and yard in rear, and is most conveniently arranged for the heavy freight business of this line. An ornamental entrance to the wharf, with towers, arches and gates, faces the foot of Yonge street. Further down the wharf is the general freight and passenger ticket

office, a substantial two-story building, with tower. Gas, electric light and city water are laid on the premises, from the Esplanade to the end of the new pier.

Capt. Donald Milloy, one of the best known men in the wharfing business, has leased the Freeland wharves for many years, hence the origin of the name "Milloy's Wharf."

The Freeland brothers were educated at Upper Canada College. They are not strong party men, though they favor Liberalism.

WILLIAM WILSON has been in the employ of the Anchor line for seventeen years consecutively, which is sufficient evidence of his capability as an engineer. He was born March 4, 1860, at Buffalo, a son of William and Mary (Donnelly) Wilson, the former of whom was a native of Scotland, the latter of Ireland. William Wilson, Sr., who was a ship carpenter by trade, died at Buffalo in October, 1896; his wife passed away in February, 1893.

The subject of this sketch attended school in his native city, and commenced his life work as messenger or errand boy for Theodore M. Moore, then superintendent of repairs for the Anchor line. Following that employment he went into the employ of Farrar & Trefts to learn the machinist's trade, remaining the usual period of four years, and the winter succeeding he was in the employ of the Buffalo Engine Works. In 1879 Mr. Wilson entered the lake service, beginning in the spring as oiler on the steamer Chicago, of the Western Transportation line, on which he remained until July 2, when he left her to work in the same capacity on the steamer China, of the Anchor line, for the rest of the season. Beginning with 1880 Mr. Wilson was second engineer of the China for three successive seasons, transferring from her to the India as chief, on which he remained seven consecutive seasons, and with the season of 1898 he closed a period of nine seasons as chief of the steamer Japan. During his time on the lakes he has never been in a wreck or suffered a breakdown of machinery, the latter being

undoubtedly due to his carefulness and foresight. Besides the work above set forth Mr. Wilson has been steadily employed in shop work for the twelve winters ending with that of 1896-97.

Mr. Wilson was married, April 17, 1882, to Miss Julia McCarthy, by whom he has three children, two of whom are now living, Charles and Irene. Socially he is a member of the Ancient Order of Foresters.

CAPTAIN GEORGE BOHN, master of the Governor Morton, more familiarly known as the "Police Patrol Tug," is of French extraction, having been born in Paris, France, April 17, 1855. His father, Joseph Bohn (now deceased), who was on the police force of Buffalo for a period of ten years, emigrated to America in the year 1856, when the son George was eighteen months old.

Our subject received his education in the public schools of Buffalo, and began his first sailing as fireman of the P. J. Ripont, a steamyacht owned by Edward Dahlke, formerly of Black Rock, but latterly of Cleveland, Ohio. He was employed upon this yacht two seasons, and the following season, that of 1872, he was fireman on the tug Monitor. The three years following he was employed at various occupations on railroads, and in 1878 returned again to the water for a livelihood, becoming engineer of the James Hays, a steamyacht, upon which he remained three seasons in succession. From 1881 to 1883 he was engineer of the steamyacht A. T. Kerr, and for the succeeding seven seasons he was engineer of the Glance, finally, in 1890, becoming her pilot and master, and he was with her the whole season in that capacity. The next season he was on the steamyacht Waller, in 1892 returning to the Glance for a couple of seasons, and for the season of 1894 he was master of the Ideal. In 1895 Mr. Bohn was made pilot of the police patrol tug Governor Morton, and was still acting as such at the close of the season of 1896. The work of the Morton is patterned after that of the police patrol tugs of New York harbor, and her duties comprise a constant close inspection and watch over

the harbor of Buffalo and also Buffalo and Niagara rivers day and night, she having two crews. During the season of 1896 her respective crews made about eight hundred arrests, mostly of vagabonds and tramps, some of persons for stealing from vessels, and the balance for being drunk and disorderly. The idea embraced within the duties of the Morton is a valuable one and could be carried to other lake ports with profit. For season of 1897 he was on several harbor tugs, mostly on the Annie M. Pierce, and for the season of 1898 he was for the most of the time on the Glance as her engineer.

Mr. Bohn was married February 14, 1875, at Buffalo, to Annie Gorman, of Cleveland, Ohio. They have three children, namely: George, now (1898) aged fifteen; Laura, aged twenty, and Joseph, aged eighteen. Mr. Bohn has been a member of the Masters and Pilots Association, Harbor No. 41, since August, 1896.

CAPTAIN FRANK WEINHEIMER is in the prime of life, and with a good future before him if he is to be judged by his past record. He is a son of George B. and Caroline Weinheimer, the latter now deceased. George B. Weinheimer is a baker by trade, and now resides at Derby, N. Y. He was formerly a steward on the lakes. The other four children of his family are George, steward of the America for the seasons of 1896-97-98; Edward, mate of the Scranton for the seasons of 1896-97-98; Frederick, second mate of the Lackawanna for 1896-97-98, and William, in the wholesale grocery establishment of Race & Kingsley—being all residents of Buffalo.

The subject of this sketch was born September 11, 1857, at Buffalo, where he attended school about three years. He then, when about nine years of age, moved to Milwaukee with his parents, in which city he also attended school, leaving school when twelve years of age. He began his sailing career out of the latter city with the well-known Goodrich Transportation line, in the season of 1871, as third porter on the steamer St. Joe, in the passenger trade between Chicago and Green Bay. After

three months on the St. Joe, he was transferred to the steamer G. J. Truesdale, of same company, a passenger boat on the same route, on which he finished that season. During the early part of the following season he was in the Oconto, same line and route, plying also to St. Joe and Benton Harbor, and closed that season on the side-wheel steamer Manitowoc, running between Chicago and Manitowoc. He was next out of Milwaukee in the steamers Ironside, Lac La Belle, Bertchy and Messenger for several seasons, and then went into the service of the Black line on the steamers Amazon and Minneapolis for one winter and part of the summer following. Succeeding that service he was wheelsman of the Argonaut, consort of the steambarge Inter Ocean, for part of a season, was then on the Inter Ocean in the same capacity, subsequently returning to the Argonaut. They were owned by the Detroit Dry Dock Company.

The next service rendered by Captain Weinheimer was in the employ of the Western Transit Co., as wheelsman and second mate of the Fountain City for seven consecutive seasons. He was then second mate, respectively, of the steamers Idaho, Badger State and Colorado, and mate of the Saginaw Valley, Lackawanna and America. In the spring of 1889 he began a period of three seasons as master of the steamer Russia, and in 1892 transferred to the Lackawanna, of which he has been master six consecutive seasons, including the season of 1897. The only accident of any importance that Captain Weinheimer has experienced occurred May 1, 1891, while he was on the Russia, she colliding with the Canadian passenger steamer Celtic in a very dense fog off Morpeth, which is located ten miles from Rondeau Point, the Celtic, which was bound down with a cargo of corn, becoming a total loss, one of the employes on her, the chambermaid, being drowned. The Russia was bound up laden with coal and package freight; her bow was so badly damaged that she was run on the beach and later towed to Buffalo for repairs.

Captain Weinheimer was married at Buffalo, in 1888, to Miss Anna Black, by

whom he has three children: Ethel, Edwin and Madge. The family reside at No. 452 Prospect avenue, Buffalo, N. Y. The Captain is a member of Erie Lodge No. 161, F. & A. M., of Buffalo, and of the Western New York Masonic Insurance. He has received his promotion on his own merits, and is one of the self-made men of the lakes.

CHARLES LORIMER, the subject of this sketch, was born in Banffshire, Scotland, in 1854. He is the son of John and Isabella (Taylor) Lorimer. His father was a veterinary surgeon of high repute among horsemen. Charles acquired his education in the public schools of his native shire.

In 1876 he entered the employ of the Tochineal Brick Company, and ran a stationary engine in their works, remaining with that company six years. In the spring of 1882 he came to the United States, locating in Detroit, Mich., where he worked for Messrs. Ferguson & Co. until the spring of 1886, when he shipped as oiler on the passenger steamer City of Mackinaw, holding that berth six years. In the spring of 1893 he took out an engineer's license and shipped on the Republic Iron Company's steam monitor Chocktaw, remaining one season, when, in 1894, he was appointed assistant engineer on the steamer James Fisk. In 1895 he sailed as assistant engineer on the passenger steamer State of Ohio, of the Cleveland and Buffalo Transit Company. In the spring of 1896 Mr. Lorimer transferred to the new steamer City of Buffalo, of the same line, as first assistant engineer, which berth he held two seasons, and in 1898 was chief engineer of the steamer State of Ohio. He has four issues of marine engineer's license.

Mr. Lorimer is a man of genial disposition, a careful and competent engineer, and has gained for himself a host of friends during his residence in the United States.

CHARLES W. BUTLER is a distant relative of the famous lawyer, statesman, soldier and politician familiarly known in history as Gen. Ben Butler. He is the son of Gerald Butler, a resident of Ogdensburg, N. Y., foreman of a sash and door factory.

Gerald Butler's grandfather was a brother of Benjamin, who was a grandson of Ann Butler. Charles Butler has some long-lived relatives on the maternal side. His mother's name was Sally Olmstead, and she hailed from Vermont, where she died in 1861. Moses Olmstead, her great-uncle is still believed to be living about seven miles from Potsdam, N. Y., at the great age of one hundred and six years, and two of his sons, Luman and Oren, are still living at the same place, the former ninety and the latter eighty years of age. At the age of sixty-nine Moses Olmstead by an unfortunate fire lost all he possessed, with the exception, perhaps, of his apple and potato crops, in the way of personal property located upon his farm near Potsdam, which embraced between four and five hundred acres. He saved also some bonds of the Ogdensburg & Lake Champlain railroad, which he obtained by the sale of rights of way through land purchased by him in his neighborhood and sold to the railroad company. Being left substantially penniless, he sacrificed his railroad bonds at the rate of forty cents on the dollar, and so successfully extricated himself from his embarrassment that he afterward established several of his children in business by presenting them each with a goodly number of acres of farm land.

Charles W. Butler, the subject of this sketch, was born at Ogdensburg, N. Y., in 1857, and obtained a limited amount of common-school education at Public School No. 4 of that city. His first employment in life was in the flourmill of Rhody & Bill, at Ogdensburg, where he worked for about a year. He was next employed in the shinglemill of Chapman & Son, at Morristown, N. Y., for a period of two years, and at the age of sixteen he returned to Ogdensburg to run an engine in a sash and door factory for his father for about two years, and then to work in the shop of John Glass about the same length of time. After that he went to Canada and worked in Black Brothers' shops at Brockville about six months, and at various odd times he has been employed in other shops. In the spring of 1874 Mr. Butler shipped out of

Morristown, N. Y., on the steamer John Harris, upon which he remained about five successive seasons, three as fireman and greaser, and two as engineer. For the season of 1881, which was only six months long, he was chief engineer of the steamer Armstrong, a carferry between Morristown and Brockville in connection with the Utica & Black River and Canadian Pacific railroads. The following season he was chief engineer of the steamer Cygnet, carrying passengers between Alexandria Bay and Ogdensburg, and for the three succeeding seasons he was chief of the Stranger, in the same trade. While on the Stranger in 1885 she went to the assistance of the steamer Oneida, wrecked between Alexandria Bay and Clayton, and while engaged in relieving her of her cargo of corn the side-wheel steamer Concord went ashore about two miles above the Oneida. The Stranger rendered valuable services in the efforts made to raise the latter steamer, finishing the undertaking successfully December 3.

The next year Mr. Butler operated a stationary engine at the Sidney Brown flourmill at Ogdensburg, and the two succeeding years he was employed erecting engines in different parts of the country for the Cummer Engine Company, of Cleveland, Ohio. In the spring of 1889 he shipped as second engineer of the steam-barge Heckler, laying her up at Chicago, at which place he shipped as chief engineer of the steamer Germanic, on December 13, for Buffalo, and thus closed that season. The Germanic brought down a cargo of corn, the freight upon which was seven cents per bushel. During a part of the season of 1890 he was chief engineer of the steamer Oneida, and closed it as second of the H. E. Packer (under Henry Rocker as chief), which was laid up at Chicago. The following seasons he was second engineer of the H. E. Packer and Cayuga respectively, and in 1892 of the steamer Seneca, which was laid up at Buffalo. Mr. Butler brought her down on the last trip because the chief left and went home. In the spring of 1893 Mr. Butler fitted out the steamer Robert A. Packer and intended to act as her chief en-

gineer for that season, but was unable to do so because of illness which set in April 10 and lasted until July 18. About the date last mentioned he shipped as second engineer of the William Edwards, remaining only two months, however. He then became second of the Buffalo of the Western Transportation line, upon which he remained in that capacity until the close of the season of 1894 at Chicago. During the fore part of the season of 1895 he was still second of the Buffalo, but changed to the Edwards again in the capacity of chief, laying her up at Chicago. For the season of 1896 Mr. Butler was chief engineer of the excursion steamer Shrewsbury until September 6, after which he was second of the Thomas Davidson until she was laid up at the end of the season at Buffalo. For seasons of 1897-98 he was engineer for Urban Milling Company. In all his experience on the lakes he has had no mishaps of any importance, and he never was in an accident or collision.

Mr. Butler was married in 1879 at Morristown, N. Y., to Jennie Blackmer, by whom he had eleven children, only one of whom survives, Harry, now (1898) aged eight years. They reside at No. 389 Elk street, Buffalo. Our subject has been a member of the Ancient Order of United Workmen for about five years, and he is a member of the National Engineers Beneficial Association, Keystone No. 50.

CAPTAIN JOHN KLEPSEK, who for the past twenty-five seasons has been in the employ of the Falcon Wood Club as master of their yacht Falcon, is a son of Frederick and Regina (Sterely) Klepser, who were natives of Wurtemberg, Germany. They emigrated to America in 1836, and settled in Tonawanda, N. Y., where our subject was born October 15, 1842. The father was a farmer in the Fatherland, and also followed that occupation for a time in this country.

After receiving a very ordinary education in his native place John Klepser, the subject of this sketch, worked on a farm until about the twentieth year of his age, and then, in the year 1862, began his sea-

faring life as a deckhand on the Jennie Bell, owned by John Nice, of Grand Island, at the end of the third season finding himself in the position of mate. In 1865 he was master of the tug Buffalo, of Port Day, near Niagara Falls, upon which he remained three seasons consecutively, the tug being sold at the end of the last season. The following seasons, 1868-69, he was made master of the harbor tugs Addie and Robert Cooper, and after two seasons in this employ, or in 1871, became master of the old steamyacht Falcon, owned by the Falcon Wood Club. In 1887 this tug was sold and replaced by a new one of the same name. Captain Klepser was made master of the new Falcon, and was in control of her in that capacity at the close of the season of 1896; thus he is serving his twenty-seventh season in one employ.

Captain Klepser was married, on April 30, 1869, to Barbara Leib, and they have the following named children: Lydia, now (1898) twenty-five years old; Frederick, twenty-three; Regina, twenty; Frank, eighteen; Florence, thirteen; Harold, ten, and Lillian and Luella, each six years of age. The son Frank is in the employ of the North Buffalo Planing Mill at Tonawanda, New York.

CAPTAIN GEORGE Y. DAYTON is a typical vessel master, as he has been on the water nearly all his life. He is a sturdily-built man, with all the physical and mental qualifications necessary in one battling with the waves, especially in times of danger. His calling in life came to him naturally, as his father was a sailor also, and for several years master of flatboats on the Mississippi river.

Captain Dayton is a son of John Thomas and Elizabeth (Young) Dayton, and was born at Conneaut, Ohio, July 15, 1849. His paternal grandfather was a Frenchman, and the maternal grandparents were Southern planters. Mrs. Dayton (the mother) died in 1887. There were two children, George Y., and a daughter, Fanny, who died when one year old. Because of the death of his father when he was quite young, our subject left home in his ninth year and

located at Toledo, where he was engaged for about five years on fishing, lumber and sand scows in that vicinity and to Port Huron. When thirteen he began his career on the lakes by shipping out of Toledo as boy on the schooner *Seabird*, under Captain Miner, in the lumber trade to Bay City. In August of that season he left her to go as watchman for the rest of the season in the propeller *Neptune*. Until the middle of the summer of 1863 he was watchman in the propeller *Missouri*, when he was promoted to wheelsman, remaining in that berth until the close of the season of 1864. In 1865 he was wheelsman of the propeller *Olean*; in 1866 he shipped before the mast on the schooner *Ashtabula*, continuing in that berth until about the middle of the season of 1867, when he was promoted to second mate, finishing the season as such. The *Ashtabula* was sailed by Capt. Michael Fitzgerald, who was as a father to Captain Dayton. In 1868 our subject went before the mast on the schooner *Wyandotte*, and in 1869 on the schooner *Jane Bell*, with Captain Harrison.

In 1870 Captain Dayton entered the government service as able seaman under Capt. George Scott in the lighthouse supply schooner *Belle Stevens*. He was two seasons on the *Stevens*, and then transferred to the *Warrington*, in the same service, for one season, under the same captain and in second mate's berth. In 1874 Captain Dayton began sailing the steamer *Seneca*, afterward the *H. J. Webb*, of which he was also owner, remaining with her until December, 1877, when she was burned in the Bloody Run slip in Detroit river, taking fire from sparks from a planing-mill, and becoming a total loss. During the seasons of 1878-79 Captain Dayton was on the tug *Mayflower*, on the Detroit river, part of the time as wheelsman and the remainder as mate until August of the latter year, when he became master of the tug *Gem*, in which he closed the season. For the season of 1880 he was master of the tug *H. P. Clinton* until June, finishing the season as master of the *River Queen*. The next two seasons he was master on the passenger propeller *Northern Belle*, between Cheboygan,

Indian river, Mullet Lake and Petoskey; in 1883 he was pilot from Windsor, Canada, to Port Arthur, Lake Superior, stopping at Michimicoten River, Herring Bay, Red Sucker Cove, Big Peak Bay, Nipigon River, Silver Island and other intermediate ports on Lake Superior in the steamers *Africa*, *Armenia*, *Miles*, *Tilla* and *Kincardine*, Canadian boats in the employ or under charter of the Canadian Pacific Railway Company, during its construction. During the seasons of 1884-85-86 he was second mate, respectively, of the passenger steamer *Nyack* (sailed by Captain Shannon, also a dear friend of Captain Dayton) and mate of the *William A. Haskell* and *Iron Duke*. However, he was in the latter berth only until August of 1886, finishing the season as master of the tug *Gladiator*, a lake tug plying between Buffalo, Chicago and Bay City.

Until the fall of 1889 Captain Dayton was master of the schooner *Consuelo*, and closed the season as mate of the propeller *Clyde*, of the Lehigh Valley line, sailed by Captain Condon, whom our subject respected as much as he would his own father. In 1888 he was mate of the *Oceanica*, also under Captain Condon, and master of the *Fred Mercur* during 1889-90. During the season of 1891 he was master of the propeller *Cumberland*, owned by J. C. Gilchrist, of Cleveland, and for that of 1892 he acted as mate of the *Massaba* part of the time, following with one trip as master of the *Italia*, and closing the season as master of the *Wocoken*. Lake men will doubtless recall that 1892 was the season when the steamer *Western Reserve* became a wreck and a total loss on August 27, in a fearful gale on Lake Superior which compelled vessels of all descriptions to turn back and seek shelter. It was during that gale that Captain Dayton was making the trip in the *Italia* above mentioned; he did not put back, but went on under the lee of the north shore and pursued his course to Duluth, arriving only four hours behind time. In the spring of 1893 he was master of the tug *C. E. Benham* long enough to take her from Cleveland to Marquette and deliver her to the owners; he finished that season as mate of the propeller *John B. Lyon*. During the seasons

of 1894-95-96 he was mate of the Iron King, D. W. Arnold, and Samuel Marshall, the last two vessels being in the lumber trade. Captain Dayton is a member of the Ship Masters Association and carries Pennant No. 597; is also a member of the Catholic Mutual Benevolent Association.

Our subject was first married in Ottawa, Canada, in 1873, to Miss Mary Dunn, and by her had one daughter, Mary Elizabeth, who is the wife of Ralph C. Blodgett, son of Capt. C. C. Blodgett, a vessel owner of fifty years' standing. Mrs. Dayton died March 12, 1885, after which Captain Dayton placed his daughter in a convent, where she was educated. His second marriage, November 25, 1891, was to Miss Margaret Emma Kale, whom he met in Detroit and wedded in Cleveland, Ohio. They reside at No. 1260 West avenue, Buffalo.

THE ANTHRACITE COAL ASSOCIATION was formed in 1861 by the union of the Delaware, Lackawanna & Western Railroad Co., the Pittston & Elmira Coal Co. and J. Langdon & Co., and kept its organization until the withdrawal of the first-named in the spring of 1879, when J. J. McWilliams became the coal shipping agent of the company in the city of Buffalo.

Mr. McWilliams was appointed April 7, 1879, when the company was sending very little coal to Buffalo, or westward by any route, its line then being then being largely eastward of Syracuse, Binghamton and Oswego, though including these points. However, with the immense growth of the lake trade already beginning to be a fact, it soon threw a feeler to Buffalo, as a great tree throws a root to any deposit of rich soil within its reach. The road first entered the city in September, 1880, connecting at Black Rock with the Grand Trunk & Michigan Central railroad, and until the completion of its line through Ohio and Water streets in 1882, it sent all its coal consigned to its lake shipping trade *via* the New York Central, delivering it to that road at Syracuse. After this time the operations of the road became wonderfully active. The lake trestle had been built in 1880, and with an extensive system of receiving agencies at

other lake ports, the shipments of the company were soon far in the lead of any other in the ports in the West. Being within a single day of its own mines, it was easy to keep up the supply for shipment or to meet an unlooked-for emergency in the way of demand. The western agents include The Rhodes & Beidler Coal Co. in Cleveland, S. C. Schenck in Toledo; also succeeding Robert Low in Chicago, and Hedstrom & Co. in Chicago, also H. M. Benjamin Coal Company and the Northwestern Fuel Company in Milwaukee, which latter company also receives coal from the company in Green Bay, Duluth and Washburn, besides other alliances in the small ports, so that the concern is equipped for a trade that cannot very well be less than enormous. The company has made extensive improvements at its yard on lower Erie street, including the erection of a separate trestle specially adapted to the city trade that was opened for business on December 20, 1883, the same day of the opening of the Cantilever bridge across the Niagara river. There is a water frontage of 720 feet at its lake shipping trestle at the foot of Erie street. It has a pocket capacity of 4,500 tons, and though this is not large, the situation is so much the best in the harbor (at the mouth of the inner harbor) that it cannot be surpassed by any other.

Though the company handles no soft coal, it was early found that there was need of additional stocking room, and at an early date a great shed for storage of anthracite coal was built on the line of the road just beyond the city line beyond East Buffalo. It is the longest coal trestle in the world, 3,000 feet long, and has a capacity of 125,000 tons. From this trestle it is possible to load a whole train and send it down to the shipping yard at Erie street in a very short time, so that vessels need not be kept waiting for their cargoes. Soon after connecting its tracks to the Erie street yard the railroad company began to acquire water frontage by condemnation proceedings, and is now in possession of everything on the city side of the harbor from Commercial slip to the foot of Washington street. On

a portion of this below Main street a continuous warehouse for the reception of lake freight has been built. This was the site of the old and much lamented Central wharf, which saw the early growth of the lake trade, and was practically the business home of the whole of that traffic, all lake traders occupying offices there. When the property passed into railroad hands the marine interests scattered about the business part of the city. The Lackawanna Company also has an ore-receiving dock on the Erie basin side of the Erie street yard, where six Thornburg hoists transfer ore from vessels to cars direct. It also has a small iron dock on the upper Blackwell canal, but so little railroad iron now goes westward by lake that it is not much used. The company ships coal extensively by lake from Oswego, which, with the lake line of the company, is mentioned elsewhere.

CAPTAIN PATRICK DONAHUE (deceased) was in his lifetime able to relate many odd experiences that befell him during his long career on the Great Lakes, but probably one of the most unique of all was the voyage he made across the ocean in the year 1859, when he gained his first view of salt water while master of the vessel on which he traveled. Another circumstance that adds interest to this incident was the fact that only one man on board the ship had been permitted to gaze upon the sea before the vessel pushed her nose out over the broad Atlantic. This man was the mate. The vessel was the schooner *Valeria*, and the cargo consisted of staves, walnut lumber, white wood, hickory and other American woods. The reason for the unusual trip was a dull season in lake shipping, and several fresh water vessels made similar trips that year as an experiment. The cargo was offered for sale in Liverpool, but buyers were scarce for a time, as the Englishmen who were in the lumber business at that port did not like the manner in which the American timber was cut. It was finally sold, however, and the *Valeria* brought back a cargo of cutlery and soda ash direct to Cleveland, the goods being consigned to George H. Worthington, a prominent merchant.

Captain Donahue was born May 14, 1825, in Canada, and came to the United States at the age of thirteen years. His sailing career began a year previous, when he became cook of the schooner *Rob Roy*; before the season closed she drifted on the beach at Saguenay river, Canada, and went to pieces, and the cook's salary remained forever unpaid. Then he shipped in the schooner *Elizabeth*, sailing on her before he removed to the United States. The first vessel of which he was master was the brig *Concord*. Other vessels he commanded were the schooners *William*, *Watts Sherman* and the brig *William Treat*, *George Worthington*, the schooner *Correspondent*, the schooner *S. Robinson* and the schooner *William G. Grant*. He was part owner of the last named vessel and after sailing her for eight seasons he rebuilt her at a cost of \$10,000. Then he purchased the schooner *A. W. Lucky*, which he sailed for seven years. The schooner *Charles Wall*, the four-master *Richard Winslow* and the schooner *Pelican* were the last vessels with which he was connected, and in the year 1892 he retired to private life.

While on the *Pelican*, Captain Donahue started with a cargo of ore from Two Harbors, on Lake Superior, for Cleveland. A terrific gale so disabled the schooner that it was feared they would never reach land. Inspired by the Captain's unflinching courage the men renewed their efforts, and the vessel found shelter on Caribou island. For a week the vessel and crew were given up for lost, but were discovered by chance and taken to Cleveland. This experience was too much for the aged Captain, and from that time his health began to fail. On October 3, 1897, he was stricken with paralysis, and on December 18, following, passed to the unknown shore.

On January 14, 1850, the Captain was married to Miss Jane Fitch, of Cleveland, and they had eight children, of whom James, William and Mrs. Nellie Swayer are dead, —James dying in infancy, Nellie at the age of forty years, and William at the age of twenty-seven years; the others are Mrs. Jennie Fenney, Charles, Edward, Daisy and John. Charles is captain of the tug

Chamberlain, and John is engineer of the steamer Ranney.

CAPTAIN SAMUEL GILLMAN LANGLEY (deceased), late of St. Joseph, Mich. Within fifteen minutes walk from the business center of St. Joseph, there stands the commodious and inviting old homestead of the Langleys, a name that is a household word in the cities and villages along the shores of the Great Lakes; a family noted for its many and efficient sea and lake commanders. Here on this site, on the bluff of the St. Joseph river, commanding a grand view of that beautiful stream, and the lowlands, and of the city of Benton Harbor in the distance, and on historical ground, Captain Langley chose a home, and here now resides his widow.

He was born at Lee, New Hampshire, August 11, 1813, the son of Captain Samuel G. and Sarah A. (Hilton) Langley. Our subject early imbibed the taste for a seafaring life, and when a lad of thirteen or fourteen years began sailing the seas, first as boy royal, and then rose step by step upward, until he reached the topmost round of the ladder, and there stood the peer of any of the great commanders of the seas and lakes.

The Hiltons and Langleys settled in New Hampshire in Colonial days, and some four generations were born and raised on lands still in possession of their descendants, and on which the old graveyards are still kept in orderly condition, and in which are tombstones bearing inscriptions back to 1623.

The Langleys were of Scotch, and the Hiltons of Irish extraction. Mrs. Samuel G. Langley was the eldest daughter of Gov. John Hilton, one of the early governors of Massachusetts.

Captain Langley sailed the seas until grown, was on several whaling voyages, and touched many foreign shores. At one time he met with a terrible accident, and was taken to Buenos Ayres, South America, where an operation was performed, and where he was left for a year, the vessel returning for him, and he sailed her as captain to Boston. In about 1839 or 1840, he came west and located at St. Joseph, purchasing

upward of 300 acres of land on the St. Joseph river above referred to, which he improved and beautified, and where his children grew up, and to which he retired on leaving the lakes. Near the old homestead is the site of the old trading-post of William Burnett and his son James, which was established there about 1775, and was continued until 1825. Among the early vessels he sailed on the lakes were the Indiana, the Frances Mills, which he owned, the Napoleon, of which he was a part owner, and at the time was associated in the elevator business with John F. Porter, R. C. Payne, Colonel Fitzgerald, and Hiram F. Wheeler (the great elevator man of Chicago), and Judge Fish. The boats mentioned were run principally in the grain trade between St. Joseph, Buffalo and Chicago. Later he sailed and commanded the Earl Cathcart, the first propeller on the lakes, and which was engaged in the Chicago and Buffalo trade. Subsequent boats he sailed were the Fintry, which was blown up on Lake Erie, the Falcon, the Mississippi, the May Flower, and the Tonawanda, from which he retired in 1863 for a time to his farm at St. Joseph. He again resumed sailing in 1870, then commanding the propeller Favorite, of which he was part owner, and on which his death occurred suddenly of heart disease while she was at the dock in Chicago, June 4, of that year.

The *Detroit Tribune* thus refers to the Captain and to some of his noble acts:

Captain Langley has always seemed to us the very beau ideal of a thorough sailor and commander—one born to the profession. Ever since we knew him in command of the propeller Fintry, we have thus esteemed him. There he had but a limited scope in which his true qualities could be developed. Yet even there they were tested under circumstances of severe trial. Well do we remember him when he fell in with the burning E. K. Collins. * * * We can easily recall the superior judgment, coolness and presence of mind which he then displayed. And most of those who escaped from the fiery sea of flame that enveloped the boat and the treacherous waves that waited to devour them, around, owed their preservation to the quick and ready hand that Captain Langley extended to their relief. His exertions knew no bounds. No sacrifice was too great to make—no gift was too much freely to bestow upon the unfortunate sufferers by that calamity. With a practical wisdom worth everything at that juncture, the drowned were resuscitated and the wounded carefully tended. With the mind of a man to direct and the heart of a woman to

prompt, his efforts could not be otherwise than successful.

The recent disaster that befell the Northern Indiana brought these same qualities into full exercise, and he proved just the man for the terrible emergency. His prudence, good management and superior skill were extolled in every quarter. Survivors saved through his timely exertions expressed their gratitude in many letters in the public print, while many more testimonials that could scarcely contain words enough to express the sentiments of their writers' overflowing heart, found their way to him in a more private manner, and doubtless were preserved by him as next precious to the thoughts of having done his whole duty, with which he is cheered and blessed. Most worthy indeed is he to occupy his high position of responsibility and trust. Years and years hence may we be permitted to grasp the hand of as true a man and sailor as lives, and find both in the person of Samuel G. Langley.

In referring to the E. H. Collins and Forest City the Grand Rapids *Enquirer* thus speaks:

It was Captain Langley who, with the propeller Fintry, went to the rescue of the passengers and crew of the steamer E. K. Collins, which was burned just below Malden last fall. Upward of sixty lives were saved by his noble efforts. * * * For his kind and noble conduct on that occasion, he was presented by some of the survivors with a rich service of silver.

Last September he picked up the boats containing the saved passengers and crew of the propeller Forest City, which was sunk by being run into by a vessel near Grand Traverse. These were only a few of the many testimonials tendered to him for many and brave efforts in rescuing lives during his long and noble service on the lakes.

On February 2, 1843, occurred the marriage of Captain Langley to Miss Sarah Ann Fitzgerald, of Detroit, and a daughter of Edmund A. Fitzgerald, of Sea View, Ireland, who came to New York City and married Miss Sarah A. Hilliard, of Albany. Sarah Ann Fitzgerald was born in Albany, N. Y., April 2, 1823. The children of this union are John H., Samuel E., Franklin F. and Emma A., the wife of J. J. McLeod, of Detroit. All the sons, as the mother expresses it, "took to the water like ducks," and early went on the lakes, and each became a master of a vessel.

CAPTAIN DAVID MITCHELL COCHRANE, like his father, was a born sailor, and is the ideal commander of passenger steamers, being courteous, companionable and popular with both old and young, whose pleasure or business it has been to take passage on the finely-furnished steamers he has sailed during the last twenty-five years. He

has the true taste for the fine things done in seamanship, and if he is a rigid disciplinarian his officers and crew respect him none the less. Although not young in years, the Captain is strong in the vital principles of life kept young by an energetic nature. The man whose wife yields him an undivided devotion, and whose children respect him, is a pretty safe commander for the passenger to trust.

Our subject is a son of Capt. Robert and Ellen (Smith) Cochrane, and was born in Oswego, N. Y., October 4, 1837. His parents were natives of Scotland, the father being born in Saltcoats, Ayrshire, in 1807, and the mother in Stevenston, same county, in 1812. The father, as has been said, was a born sailor, and had followed a seafaring life from boyhood. First shipping out of Greenock, Renfrewshire, Scotland, he visited ocean ports in all waters and latitudes, and when he was twenty-five years old, and an accomplished seaman, he came to the United States, where he soon qualified himself as a skillful New York pilot in what was then (1832) known as "newsboats." In 1834 his wife crossed the Atlantic to join him, and, after residing in New York City a short time, they removed to Oswego, locating there in 1835. The Captain entered the employ of Messrs. Pardee & Carrington as mate of a schooner with Captain Green, soon becoming master. His first vessel was the schooner Mary Ann, followed by the Mohawk, Hamilton, Pearl, Frontier, Alvin Bronson, bark Nucleus, and the new schooners Scotland and Ireland, the last two being built in Maumee City and brought out new by Capt. Robert Cochrane. He also sailed the first propeller, the Vandalia, in 1846, a notable mark of confidence in those days, when the captain of a steamboat was a bigger man than the President. During the winter months, after laying up his lake vessels, the Captain repaired to New York and resumed the duties of pilot. The children of the family besides David M., are: Ellen, now the wife of John McKenzie; James W.; Agnes, wife of Capt. Daniel Maybee; John W., master of the steamer Marion; Alexander and Robert. Their mother is still living in Milwaukee, at the age of eighty-six.

Owing to the fact that Capt. David M. Cochrane, the subject of this article, began sailing with his father in the propeller *Vandalia* in 1846, when he was but nine years old, his public-school education was confined to the winter months. From that date until 1853 he sailed as boy and before the mast in many vessels, notably the *Pearl*, *Citizen*, *J. Oades*, *J. Reed*, *Nicaragua*, and as second mate of the *Nucleus*, *Mark Sibley*, *Baltic*, *Canton*, *Two Charlies*, *Jessie Hoyt*, *Acontias*, and *Hamilton*. In the spring of 1853, when but sixteen years of age, he was promoted to first mate of the brig *Pilgrim*, with Capt. George Vickery, and of the brig *Shakespeare* the two following seasons. At that time he and Oliver Gilmour (now deceased) were the two youngest mates on the lakes. Then came on several dull seasons, and lake vessels began to seek an outlet to the Atlantic, many making foreign voyages; and Capt. D. M. Cochrane, after sailing the lakes during the summer months, would hie himself to the seaboard and engage on New York pilot boats, thus passing the winters. His next billet as mate was on the schooner *Joseph Grant* (the largest schooner of her day, capable of carrying all the way to 22,000 bushels of wheat), followed by the *C. N. Johnson*, *Thornton*, *G. D. Norris*, *Caroline Simpson*, *T. P. Handy*, brig *William Lewis*, *St. Andrews*, *John Harmon* and *General Winfield Scott*.

In the spring of 1863 Captain Cochrane was appointed master of the new schooner *Dick Somers*, built by Wolf & Davidson at Milwaukee. She was sold before the close of the season, and the Captain was transferred to the *Columbia*, as superintendent of construction, bringing her out new. While working on her at Green Bay he received a telegram from the owners of the schooner *Orkney Lass*, requesting him to go to Milwaukee and take charge of that vessel, her skipper having decamped. He reached Milwaukee on November 29, and found the schooner loaded with Milwaukee club wheat consigned to Kingston. He cleared the vessel, but did not reach the port of destination until December 14, having wind, snow and sleet in his teeth all the

way, and the ice in the Welland canal so solid that he had to engage tugs to break a passage. In the spring of 1864 he entered the employ of Tyson & Robinson as master of the schooner *Ben Flint*, and sailed her four consecutive seasons, after which he purchased a fourth interest in the schooner *Neshoto*, and sailed her. In 1869 he again assumed command of the *Ben Flint*. That fall, in the capacity of wrecking master, he recovered the machinery of the propeller *Brockville*, ashore near Ludington, Lake Michigan, and abandoned to the underwriters. In September, 1868, Tyson & Robinson purchased the wreck of the propeller *Equator*, lying on the beach at North Manitou island. Two well-known captains worked at the stranded vessel for two years, but failed to float her. Captain Cochrane was then appointed to the task, and did a notable wrecking feat, getting her off and landing her at Milwaukee in fourteen days. The machinery was taken out and put into the tug *Bismarck*, the hull being converted into the barge since known as the *Eldorado*.

After an experience of a quarter of a century in sailing vessels, Captain Cochrane turned his attention to steam, and in the spring of 1871 was appointed master of the new lake tug *Bismarck*, which had received the machinery of the propeller *Equator*, and sailed her two seasons. The *Bismarck* was a notable boat, and her name has been changed several times. At this writing she is owned by Capt. B. Boutell, of Bay City, Mich., and is known as the *Traveler*. It was with her that Captain Cochrane took the first tow of vessels, consisting of the schooners *Filer*, *Tyson*, *Robinson* and *Eldorado*, through the lakes, all reaching their port of destination in good condition. After laying up the *Bismarck* at the close of navigation, the Captain engaged with the Engleman Transportation Company to sail their winter boat, the steamer *Messenger*, between Grand Haven and Milwaukee. All went well until the 29th of January, 1873, when the *Messenger* was caught in the ice while *en route* from Grand Haven with a jag of freight, including some rice and flour. The steamer broke out of the ice after ten days, and worked to within five miles of

Muskegon, when the ice drifted down to her and cut a hole in her hull as large as a big safe. The leak was stopped with bedding, and the Captain listed the vessel by transferring the freight, thus bringing the break above the ice-floe, and enabling the carpenter to plank it over. The steamer remained in the ice until the 24th of March, when she finally broke out and reached port. Her imprisonment lasted fifty-four days. During this time the crew subsisted principally on boiled rice and flour pancakes; they were out of meat fourteen days before any of the crew could get ashore to secure food. At Black Lake a farmer killed an ox which the men carried aboard in pillow slips. At the end of the first month, half of the crew were sent ashore at Whitehall. The Messenger drifted from off Grand Haven to abreast of Ludington, the distance from shore ranging from four to fourteen miles. One day Captain Cochrane walked ashore on the ice fourteen miles, when the mercury was ten degrees below zero. All suffered greatly from the cold. After getting out of the ice on March 24, the steamer made Stony Creek, where she took aboard fifteen cords of wood which farmers hauled to the steamer over three miles of firm shore ice. She reached Manistee April 7.

Captain Cochrane was then assigned to the command of the passenger steamer Manistee, transferring to Minneapolis in the fall. In 1874 he sailed the passenger steamers Lake Breeze and Forest City, respectively, and on September 10, of that year, the Captain was presented with an elegant gold watch and chain by the citizens of Manistee for his uniform courtesy.

In the spring of 1875 he was appointed master of the new passenger steamer Flora, plying between Milwaukee and Manistee, and purchased an interest in the passenger steamer John A. Dix. In 1881 he became sole owner of the John A. Dix, and sailed her with good business success for sixteen years. In 1893 he was chosen as general manager of the World's Fair Steamship Company, which comprised the steamers Christopher Columbus, Duluth, Superior, John A. Dix, City of Toledo, Music, Arthur Orr, R. J. Gordon, International and Cy-

clone. This company accommodated over two million people during the progress of the Fair (the number on "Chicago Day" being 98,000), without an accident or the loss of a single life, which is a wonderful record and reflects great credit on the management of the steamers. September 10th appears to be a pleasurable date for Capt. D. M. Cochrane, for on that day again, in 1893, he was presented with a splendid Knight Templar charm, studded with brilliant diamonds, by the captains and employes of the World's Fair Steamship Company. Socially the Captain is a Knight Templar of Chicago Commandery, and a Noble of the Mystic Shrine.

On March 4, 1861, Captain Cochrane was wedded to Miss Jane McManus, daughter of Michael and Katherine McManus, of Syracuse, N. Y. The children born of this marriage are: Ellen S., now the wife of William Miller; David K., who is a graduate of the University of Michigan Literary Department and Law College, and is now practicing law in Chicago; Agnes S.; William H., assistant passenger agent for the Goodrich Transportation Company of Chicago; Robert M., George R., Seymour B., Harry and Katherine Arabella. The family homestead is at No. 3530 Ellis avenue, Chicago.

CHRISTIAN DAHL, one of the well known marine engineers sailing out of Manistee, Mich., possesses all of the acquirements necessary to the skillful handling of his machinery; he has always been of good repute and in demand. He is a son of Peter and Christina (Rasmussen) Dahl, and was born in Christiania, Norway, on November 13, 1854, where he acquired his education. After leaving school he learned the tin-smith's trade, serving an apprenticeship of five years, after which he engaged in rail-roading for some time.

In January, 1871, Mr. Dahl came to the United States, first locating in Chicago, where he worked at his trade as tinsmith, going thence to Escanaba, where he was employed on a railroad until 1874, when he went to Manistee, Mich. In the spring of 1876 he entered the employ

of the Canfield Tug Company as fireman on the tug Irma M. Wheeler, holding that berth three years, transferring to the tug Williams in 1879. In 1881 he joined the steamer James A. Shrigley as fireman, but soon obtained an engineer's license, and was appointed first assistant of the same steamer. In 1883 Mr. Dahl again entered the employ of the Canfield Tug Company at Manistee, remaining with them several years, and engineering the tugs Irma M. Wheeler, Williams, Ruby and Anna L. Smith. In the spring of 1890 he was appointed engineer of the steamer Susie Chipman, holding that office almost three seasons, followed by three seasons as chief of the steamer W. J. Carter. In the spring of 1896 he was appointed to the position which he now holds, as chief engineer of the steamer Maggie Marshall.

He is an active member of the Marine Engineers Beneficial Association, and is a charter member of No. 44 of Manistee, and has filled the office of vice-president of that body.

On December 22, 1882, Mr. Dahl was united in marriage to Miss Mary Perry, daughter of Charles Perry, of Quebec, Ont. The family homestead is in Manistee, Michigan.

CAPTAIN HENRY WARWICK is a son of Thomas and Mary (Granger) Warwick, and was born at New Baltimore, Mich., February 14, 1848. Thomas Warwick was a millwright by trade, but also worked a farm and kept hotel at Lakeport, Mich. He had five children, two of whom only are living—the subject of this sketch, and another son, Burt, who was master of the schooner W. K. Moore for the season of 1896; she was owned by A. W. Comstock and hailed from Alpena.

Captain Warwick had very little school education until he was grown up, and at the age of twelve he began sailing the lakes. He shipped first out of New Baltimore as boy with Capt. Thomas Donohue, on the schooner C. Reeves, and was in several vessels in the same capacity immediately succeeding that employment. He was employed on sail vessels about fifteen years,

three years of that time as master. In March, 1863, he entered the army, and during his service was confined seven months in Libby prison, being released at the close of the war in 1865. From 1865 to 1883 he was before the mast, and as mate upon various sailing vessels. In the season of 1883 he first sailed steamboats. That season he was mate of the steamer Robert Holland, a passenger and freight boat, out of Cleveland to Mackinaw, in which he remained three seasons in the above position. In 1886 he was mate of the side-wheel steamer W. R. Clinton, in the trade between Sandusky and Mackinaw, and in 1887 he was given master's berth on the tug Balentine, towing rafts in Lake Superior. The following season he held mate's berth on the steamer Steven C. Hall in the general trade, and in 1889 master's berth in the steambarge Westford. For the seasons of 1890-91-92 he was master of the propellers Araxes, Porter, Chamberlain and Arctic, at the conclusion of which period he was compelled to retire from the lakes because of illness. In July, 1895, he was made master of the Buffalo harbor police tug Gov. Morton, and vacated that position in May, 1896, since which time he has remained on shore, and is with Howard H. Baker as solicitor in the boat trade. However, he has no intention of continuing on shore, but will resume the lake service when a favorable opportunity offers. He is a member of the Local Harbor No. 41, American Association of Masters and Pilots.

In 1872 Captain Warwick was married at Port Huron to Miss Dora Mitchell, by whom he has two children, Earle, a clerk in New York City, and Sadie, living at home. The family residence is at No. 419 Glenwood avenue, Buffalo, New York.

CAPTAIN JAMES T. KENNY is a son of Thomas and Helen (Doyle) Kenny, the former a salt-water sailor. There were four children in the family besides James: Peter J., a lake captain for many years, now deceased, who brought out several steamers built at the Mills Dry Dock, at Buffalo, among them being the Florida, Wyoming, and Robert Mills; Jane, wife of Felix Ha-

den, a Kansas farmer; Sarah, wife of Patrick Flannigan, a St. Louis police justice; and Ann, wife of Edward Hallihan, a farmer near Port Huron.

The subject of this sketch was born in the Province of Ontario, Canada, May 8, 1845. In 1855 he moved with his parents to Buffalo, where he remained a year in school. During the next three years he attended school at Cleveland, Ohio, and then returned to Buffalo, where he completed his education and began the work of his life, as fireman on a tug. The commencement of his lake career was in 1863, when he shipped as boy on the schooner *Empire State*. He remained three seasons on that vessel, rising to mate's berth before leaving her. The next two seasons he was at sea and for three years beginning with 1868 he held the office of deputy sheriff and turnkey for Erie county, N. Y. The year of 1871 he was again at sea, and in 1872 he was part of the time on the Erie canal and the remainder at sea between New York and Mexico. In 1873 he returned to the lakes as second mate of the brig *Waucoma*. In 1874 he filled mate's berth on the schooner *Frank Morrell*, and the following three seasons he occupied the same berth on the bark *Vanderbilt*. During the winters of the years last mentioned he checked baggage on passenger trains on the New York Central and Lake Shore railways.

For the seasons of 1878-79 Captain Kenny filled master's berth on the schooner *George W. Holt*, for those of 1880-81-82 on the schooner *Thomas Parsons*, and for 1883-84 on the bark *City of the Straits*. In 1885-86 he was engaged in the grocery and butcher business on the docks at Buffalo. In 1887 he filled mate's berth on the Anchor line steamer *Gordon Campbell*, and for the seasons of 1888-89-90 he was master of the steamer *John C. Prindle* (owned by the Hollister Transportation Company, of Rochester, N. Y.), and the old *Araxes*. During the latter part of 1889 the *Araxes* grounded on Point aux Barques and became a total loss; her consorts, the *L. W. Blake* and *American Giant*, also went ashore, but were subsequently taken off and rebuilt. Captain Kenny wrecked the barges, first

sending their cargoes of lumber to Tona-wanda. In 1891 he was master of the steamer *Clyde*, of the Lehigh Transportation Company; 1892-93 of the steamer *William H. Barnum*; and 1894-95 of the steamer *Samuel Marshall*. Since the latter season he has remained on shore engaged in other lines of business, but he still maintains a deep interest in all lake matters. He is a member of the Ship Masters Association, carrying Pennant No. 109, and is also a member of Local Harbor, No. 41, of the American Association of Masters and Pilots.

Captain Kenny was married, in 1880, to Miss Katherine Darcy, by whom he has four children: Peter J., Edward C., Elizabeth and Helen. The family residence is at No. 854 West avenue, Buffalo, New York.

CAPTAIN CHARLES E. MOTLEY was born in Norwalk, Ohio, May 4, 1855, and at the age of twelve years he moved with his family to Alpena, Michigan.

In 1868 he went on the steamer *Huron* as cabin boy, remained as such one season only, being made steward in the autumn on the same boat. During the winter he obtained his education in Alpena, where he returned for several seasons. After leaving the *Huron* he went into the fishing business for John Paxton, at Sugar Island, and remained there six seasons. He then engaged in fishing in his own interest for some time near Alpena, and afterward took the management of three tugs owned by S. H. Davis, of Detroit. While on a fishing boat at this time he rescued the crew from the *Sunny Side*, and schooner *Hinkley*, which were wrecked and went to pieces soon afterward. This timely assistance was the opening event in a life of assisting and rescuing those who are in danger on the water. He went into the life-saving service on Middle island in 1892, as surfman, and remained there one season. For one year he was in charge of the fishing tugs owned by Averill, of Cleveland, and in April, 1893, was appointed keeper of the life-saving station, where he has been since that time.

Captain Motley was married July 5, 1884, to Miss Alvina Le Groe, and is the father of three children: Celia, born Sep-



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tember 4, 1886; Charles, Jr., born August 14, 1888; and Arthur, born January 20, 1898. Special mention is due to Charles, Jr., who showed great bravery in his seventh year by saving the life of a smaller lad who had fallen from the pier while at play. He jumped in the water, and, holding the younger boy's head above the surface, called for help, which duly came, both being rescued. A brother of our subject, Thomas Motley, is employed in the marine work at Detroit; another brother, Eugene, is keeper of the crew at Middle island; George served five years in the army, being with Sherman on the famous march to the sea, and was afterward employed in fishing on the lakes. Captain Motley has proved himself worthy of the esteem of the citizens of Cleveland and all lakefaring people, and stands high in the confidence of his superior officers.

JOHN C. DREXLER was born in Buffalo, September 5, 1851, and obtained his education in Public School No. 20. He is of German descent, his father, John Drexler, having been born at Frankfort-on-the-Rhine, while his mother, Margaret (Selbert) Drexler, was a native of Bavaria. John Drexler was a mason and well-digger by occupation; he died in 1876, his wife in 1887. There was another son in the family, Henry, a tinsmith by trade, now at Port Huron; the only daughter, Margaret, is the wife of Rudolph Berkhausen, a tinsmith residing in Buffalo.

Our subject learned his trade in Goodell's machine shops at Pentwater, Mich., and when seventeen⁸ years of age sailed from Buffalo, first as engineer on tug boats, and on the Niagara river from Chippewa up stream. He took the Ellen M. O'Brien from Buffalo to Pentwater, and sailed her in that harbor. The greater part of his life has been passed as engineer of harbor tugs nearly all over the lower lakes, particularly in Detroit, Chicago, Cleveland and, latterly, in Buffalo. As tug engineer he has spent most of his time in Buffalo and Pentwater. The season of 1896 he was part of the time in the steamyacht Echo that ran down Niagara river.

Mr. Drexler has been a Freemason for

about fifteen years, and a member of the Independent Order of Odd Fellows about twenty years. He was married in Buffalo, in 1872, to Miss Caroline Klein, by whom he had three children: Henry C., now (1898) twenty-three years of age, who is a machinist at the Snow Pump Works; and two daughters, both now deceased. Mrs. Drexler died very suddenly of heart disease while in her kitchen, on the evening of the 15th of November, 1896.

JOHN D. WALKER is a native of Scotland, having been born in Aberdeenshire, August 5, 1868. At the age of sixteen, in May, 1884, he came to the United States and located at Detroit, Mich. He then completed his education in the night schools of Detroit, the elementary principles of which had been acquired in his native country. After his school year he apprenticed himself to the Detroit Dry Dock Engine Works for the purpose of learning the machinist's trade. His time at the shop covered a period of seven years, he thereby becoming a thorough machinist. At the age of twenty-one he went to Merced, Southern California, and worked on a canal, and shortly after was given a hoisting engine to run, which was used for the purpose of hoisting water to irrigate the land in that region. In 1890 he returned to Detroit and went to work in his old shop. During the season of 1891 he shipped on the steamer F. H. Prince, finishing that season and the one following in the capacity of oiler. The two following seasons he shipped in the same berth on the E. C. Pope and Selwyn Eddy. In the spring of 1895 he shipped on the steamer George King, as second engineer, finishing the season on the steamer Gladstone. In 1896 he was appointed second engineer, and with John Kirby on the steel steamer Alva, which positions he has held during the seasons of 1896-97-98. During the winter of 1897-98 Mr. Walker again visited his home, having an uncle who is captain of the Campania.

During the winter of 1896-97 Mr. Walker paid a visit to his old home at Crombie-Marnoch, Banffshire, Scotland, and enjoyed a sociable time with his friends and

relatives. He is a member of the I. O. O. F., of the Order of Knights of St. Andrews, and of the Marine Engineers Beneficial Association, Lodge No. 1, at Buffalo, New York.

GEORGE VOGT is one of the eight children—four sons and four daughters—born to Michael and Lanie (Briner) Vogt, who were natives of Alsace, France, now a German possession. He was born at that place January 14, 1837, and is one of the five survivors of the family, the other four, three sisters and one brother, being residents of their natal country, never having left it.

Our subject attended the schools of his birthplace up to the age of fifteen, when he entered the barber shop of his father, and there continued to work about five years. At this time, in the year 1857, when about twenty years of age, he emigrated to this country, coming direct to Buffalo, N. Y., where he succeeded in obtaining a situation as deckhand on the Euphrates. He has ever since followed the lakes, and has been more successful than the ordinary man, being at this writing over sixty years of age and comfortably situated as regards this world's goods. After serving two and one-half seasons as above mentioned he served as fireman the balance of one and five succeeding seasons on the Orundus, and the two seasons following as second engineer of the same boat. The season of 1871 he started on the Oneida as her second engineer, acting in that capacity until the memorable Chicago fire, which destroyed the Oneida. On the completion of the Vanderbilt, which was owned by the same parties, he went on her and finished that season as second, serving also the greater part of 1872. He next made four trips on the Russia as her second, until, on December 6, she sunk off Bar Point, Detroit river. He then went on the Scotia as second, continuing on her for three seasons, and in 1876-77 he was second of the Cuba; in 1878-79-80-81 he held the same position on the Fountain City. Beginning with the season of 1882 he entered the employ of the Western Transportation Company, as sec-

ond to Henry Hess, with which company and engineer he remained up to August 9, 1898, making sixteen consecutive seasons to the present writing—quite an enviable record. During those sixteen seasons he was on the Commodore two and one-half seasons, leaving her with Hess to bring out the new Albany, on which they were three and one-half seasons, and were thence transferred to the Hudson, which they brought out new, running her engines for four seasons. They were again transferred, this time to the Harlem, which they also brought out new and ran during the seasons of 1893-94-95-96-97 and '98 to August 9th. It will be noticed that Mr. Vogt has never advanced to the berth of chief, which is explained when it is mentioned that he has never been able to read or write English.

Our subject was married, in February, 1875, to Barbara Knauber, of Buffalo, by whom he has had four children, only one of whom, Rosa, now (1898) aged fourteen years, survives. The family is comfortably installed in their residence at No. 232 Goodell street, Buffalo, N. Y. Mr. Vogt is a member of Local Harbor No. 1, Marine Engineers Beneficial Association.

JOSEPH F. SUTTON is the son of Peter and Margaret (Singer) Sutton (both now deceased), for many years residents of Buffalo, the former being a member of the firm of Sutton Brothers, who carried on a machine shop on LeCouteulx street, which has long been a landmark in the lower part of the city of Buffalo.

The subject of this sketch was born at Buffalo, March 8, 1864, and attended school at St. Joseph's College, Buffalo, finishing at the age of eighteen. He learned his trade at Sutton Bros.' shop, and later worked for the Buffalo Pump Works. In 1887 he was engineer of the steamyacht Corsair for one season. The next three seasons he was in the same capacity on the steamyacht Alexander Sloan, owned by Samuel Sloan, and in 1891 he was engineer of the excursion steamers Gazelle and Vision. During 1893-94 he was engineer of the steamyacht Riverside, and for 1895-96-97 was engineer of the excursion steamer Idle Hour. For

season of 1898 he was chief engineer of the Riverside. Mr. Sutton was married at Buffalo, in 1885, to Miss Addie Schneider, by whom he has two children, Loretta and LaRoy Consuela. The family reside at No. 294 Mulberry street, Buffalo. Mr. Sutton is a member of the Buffalo Harbor Tug Pilots Association.

HENRY BULLARD, son of Joseph and Agnes Bullard, was born in 1856, in Toronto, Ontario, and removed with his parents to Buffalo in 1861. His father was a volunteer during the Civil war, enlisting at Buffalo in 1861 in a New York regiment, and serving four years. He took an honorable part in all the battles in which his regiment was engaged, including the great and hotly contested struggles at Gettysburg, the Wilderness and Petersburg. His brother was also a member of the same regiment.

The subject of this sketch, after receiving a fair public-school education, traveled to some extent in the West, passing through Kansas, Omaha (Neb.) and Colorado, and locating in a hunting camp near Dodge City. He enjoyed all the pleasures of the life of a hunter for a number of years, and on his return to Buffalo shipped with Captain Pratt on the propeller Waverly as porter for one season. In the spring of 1880 he shipped as watch on the steamer Starrucca; in 1881-82 was fireman for engineer Beatty on the tug Compound; in 1883 was fireman on the A. J. Wright, and in the spring of 1884 was appointed engineer on the steamyacht Baby, finishing that season and going the next one on the tug Mary E. Pierce as chief engineer, with Capt. P. Linn. In 1886 he engineered the tug Lorenzo Dimick with Capt. J. McDowell, and shipped on the same tug the following season with Capt. James Doyle. In the fall the steamer Avon was outside in a storm, dragging her anchor and in danger of becoming a total loss; the Dimick ran out to her and got a line aboard, which parted three times, yet the tug succeeded in getting her under the breakwater, where she went ashore. Mr. Bullard finished the season on the steamer Siberia, and in the winter was appointed engineer and janitor

of the public-school building on Delaware avenue, where he remained until the spring of 1887, at that time being appointed engineer of the steamer Hecla for the season. That winter he again took charge of the Delaware avenue school building. In 1889 he entered the employ of Hand & Johnson's Tug line, and took the John Johnson as chief engineer, holding that berth three seasons. In 1892 he had charge of the tug Townsend Davis until May, and finished the season in the Gazelle. In 1893 he went to Toledo and engaged in the fruit business. The following season he went as chief engineer of the tug John Johnson, remaining on her until May, when he took the excursion steamer Gazelle, and finished the year in the Johnson. In 1895 he shipped in the tug Conneaut, until the excursion season opened, then went in the Gazelle, and finished the year in the tug; and in 1896 he opened the season in the tug Townsend Davis, again engineered the Gazelle through the excursion season, and finished in the tug Davis.

Mr. Bullard has nineteen issues of license. During the winter months he usually works in the shops, and has been employed at Mr. Trout's shop, putting machinery up for the steamer J. H. Jewett. He also worked for Mr. Whitman two winters, and in Howard & Robert's shop, chipping and caulking boilers. During the winter of 1896-97, he worked for Capt. William Smith, overhauling the pumps and steam windlass on his steamboat. Mr. Bullard has been a member of the Select Knights seven years, and is a Knight of Pythias. He is married and has two sons, William Edward and Joseph Francis.

CAPTAIN WILLIAM H. ROWAN is a native of the State of Michigan, born at Monroe, in October, 1835, and obtained a common-school education at that place. His father, after whom he was named, died in 1836 of cholera, while engaged in building the harbor at Monroe, and the mother following him to the grave a year later; our subject never enjoyed her loving care, being brought up by relatives. There were five children in the family.

Captain Rowan began sailing at the age of twelve years. His first venture was as cook on the schooner *Emaline*, of Ottawa, Sandusky Bay, commanded by Capt. Dan Stewart, and later he was mate of the schooner *Post Boy*, out of Buffalo, owned by Samuel D. Flagg and commanded by Captain Curtis. Mr. Flagg had a grocery business at that time on Main street, Buffalo. The *Post Boy* was afterward sold to George Berryman. In 1852 Captain Rowan became master of the *Post Boy* for a few trips, and was subsequently in same capacity on the steambarge *Dunkirk* and on the *Prairie State* and the propeller *Sun*. For seven years, beginning with the year 1861, he was on the propeller *Mary Stewart*, of the Western Transportation line, after which he was on the steamer *Illinois*, schooners *Monteagle*, *Cambridge* and *Resolute*, tow barges *H. & G.*, and *Nellie McGilvey* and steamer *St. Louis*. He was mate of the propeller *Araxes* three different seasons, and mate of the propeller *Hunter*, under Capt. George Dickson. His last employment on the lakes was as master of the government yacht *Leewardin* for the season of 1892, at the close of which he retired from active work because of physical disability. Captain Rowan is a member of Local Harbor No. 41, of the American Association of Masters and Pilots of Steam Vessels, and of the C. M. B. A.

Our subject was married in 1857 at St. Bridget's Church, Buffalo, to Miss Mary Keys, and they have one daughter, Mary, who is a teacher in Public School No. 38, Buffalo, New York.

NICHOLAS LARSON was born July 25, 1844, on the island of Fohr, then under the dominion of Denmark, but now ruled by Germany. He attended the public schools until he was sixteen years of age, when he came to America, locating at Milwaukee, Wisconsin.

After having learned the machinist's trade Mr. Larson entered the employ of the Goodrich Transportation Company, and in 1871 was appointed first assistant engineer of the side-wheel passenger steamer *Orion*, on which he remained one season; this boat

was wrecked a short time after on the beach at Grand Haven. In 1872 Mr. Larson shipped on the *Manitowoc*, in 1873 on the *Alpena*, remaining two seasons, and in 1875 was appointed chief engineer of the steamer *Muskegon*, the machinery for which was taken from the hull of the *Orion*, and Mr. Larson remained in her engine room three seasons. In the spring of 1878 he took the screw steamer *Oconto*, a passenger boat plying between Chicago and Green Bay, holding this berth until the fall of 1879. His next boat was the side-wheel steamer *Corona*, which he ran three seasons. In 1881 Mr. Larson purchased the *Isabella*, a small side-wheel steamer, from parties in Oshkosh, and ran her from Peoria to Havana, Ill., in the passenger trade on the Illinois river, selling her after a poor year. In 1882 he went down the river to New Orleans, and worked in the machine shops during the winter; also worked in the Crombell line of ships, fitting up engines for the shop, and in the spring he came to New York City on the *New Orleans*, one of the line. In 1883 he left New York City for Buffalo and took a canal-boat, as engineer from New York City to Buffalo. About this time Mr. Kelderhouse built the *Queen of the West*, at Bay City, and he went there, put in the machinery, and ran that boat for six years.

In 1887 the Rochester & Pittsburg Railroad Co. gave up business on the canal and sold their boats. Mr. Larson bought one of them, the steamer *Durant*, and ran her for three years, towing canal boats for Mr. Bissell. He then bought the consorts *Carthage* and *Jonathan Scovill*, and on one of his trips to New York City sold the latter. The other two boats he ran for four years, when he sold both at a good price. In 1889 he was again employed as chief engineer of the steamer *Corona*, now owned by the Woodlawn Beach Company at Buffalo, which he ran in the excursion business. In 1894 he entered the employ of the Crystal Beach Steamboat Company, as chief engineer of the *Pearl*, holding this berth until the fall of 1898, and finishing the season on the *Gazelle*.

In 1885 Mr. Larson was wedded to Miss

Catherine Veidinger, of Buffalo, and one son, William N., has come to this union. The family residence is at No. 85 Waverly street, Buffalo, N. Y. Fraternally Mr. Larson is a member of the Ancient Order of United Workmen, also of the Marine Engineers Beneficial Association.

CAPTAIN ALEXANDER P. GALLINO is a master mariner of long experience on the lakes, one who has been unusually successful, never having lost a man or vessel; and during the many years he has followed the lakes he has never been ashore but three months during any season of navigation. He was born in Courtright, township of Moore, Lambton Co., Ont., on April 5, 1848. His parents, Peter and Elizabeth (Frazier) Gallino, were of French descent, spelling the name Gallarneau, but natives of Canada, the father being born in Montreal and the mother in Penetanguishene. His father was a captain in the British army stationed in Canada, and served in the patriotic war of 1837. He died in 1859 at Courtright. His grandfather, Alexander Frazier, was also in the British army, and during the latter part of his service was stationed at Penetanguishene. He served through the Indian wars and during the war of 1812, and reached the rank of major in the regular army.

Capt. Alexander Gallino, the subject of this sketch, who moved to the States, and located at St. Clair, in 1863, adopted his lakefaring life that same year as second porter on the steamer Susan Ward, remaining on her in that capacity till August 11, 1863, when he joined the steamer Meteor as deckswep, which position he held till the close of the season. During 1864 he filled a like position on the side-wheel steamer Cleveland under Capt. J. Hallaran, till the 3d of July, when he went as wheelsman on the tug Dispatch, with S. B. Grummond master and owner, and served under him till the close of that season. In 1865 he operated the entire season as wheelsman on the steamer Comet, running between Hancock, Houghton and Marquette, and the following three seasons was on tugs plying the St. Clair and Detroit rivers; while in 1869 he

acted as mate on the schooner Liberty, with Capt. T. Lemay, and the following season, 1870, accepted the office of mate on the propeller Burlington, running between Buffalo and Saginaw.

In 1871 Captain Gallino, or Captain Pet, as he was more familiarly known to the lake craft, having been dubbed this epithet ever since babyhood, shipped again as mate on the schooner Liberty, and in 1872 acted as second mate on the propeller Wenona, filling this position till September, 1873, when he served as mate on the same vessel till the close of the season. During the seasons given below he shipped as mate on the following named vessels: 1874-75, steamer Concord; 1876-77, on the Emma E. Thompson; 1878, steamer St. Paul, and in 1879 on the Salina, on which he sailed as her master during the season of 1880; and in 1881 again assumed the office of mate on the Porter Chamberlain, officiating in like capacity on the C. H. Green in 1882; filling in 1883 the same berth on the B. W. Jenness. In 1884 he sailed, as her master, the tug John Martin, engaged in towing barges between Saginaw and Buffalo; joining the Huron City as mate during the season of 1885; while those of 1886-87 saw him acting as mate and pilot on the A. A. Turner.

In the spring of 1888 the Captain was appointed master of the Don M. Dickinson, and during the seasons of 1889 and 1890 he sailed successively as mate and pilot on the steamers Lowell and Belle P. Cross. The spring of 1891 found the Captain in charge of the steamer P. H. Birkhead as her master, and which he sailed between Chicago, Oswego and Duluth the following seasons of 1892 and 1893. In 1894 he became master of the steamer Charles A. Street, retaining this command for four consecutive seasons—from 1894 to that of 1897. On December 12, 1898, at the close of navigation, Captain Gallino was acting as master of the W. R. Stafford, having assumed this position at the beginning of the season. He has twenty-eight issues of first-class papers, granting him the privilege of operating as master and pilot on boats plying between Ogdensburg, Chi-

cago and Duluth, and on all connecting waters. He is a man of many friends, and has always enjoyed the respect and confidence of the owners of the vessels that have been under his command.

Socially he is a member of the Ship Masters Association, and carries Pennant No. 986.

On April 8, 1875, Captain Gallino was wedded to Miss Susan St. Bernard, of St. Clair, daughter of Alexander St. Bernard, who was one of the old-time lake masters and pilots of the United States gunboat Michigan many years. He also sailed for John Jacob Astor, in the interests of the Hudson Bay Fur Company. The children born to this marriage are Bernard A., who is boatswain's mate on the steamer North Land; Florence F. and Hugh H. The family homestead, which they have occupied since 1863, is located in St. Clair, Michigan.

LOUIS REIF. Thirty years have been spent by Louis Reif, of Cleveland, on steam vessels on the Great Lakes, and all but two years as engineer. He was born in 1847 in Bavaria, Germany, his parents moving to the United States two years later, and located in New Orleans, moving from there to the primitive State of Missouri, where he lived for three years as one of its pioneers, and at the age of nineteen moved to the lake region, and spent two years as tug fireman, after which he secured engineer's papers and sailed as an engineer. Among the boats with which he has been connected are the tugs Volunteer, Alida, Levi Johnson, Abe E. Nelson, Shoo Fly, L. P. Smith, Sickerson, Maggie Sanborn, H. N. Martin, Ida Simms, Helene, R. K. Hawley, Florence N., C. R. Edson and F. E. Smith; also the river tugs Constitution, Annie Dobbins, E. N. Peck and George M. Brady; the passenger steamer Charles Hickox, the wrecking steamer Magnet, the barge Morning Star, and the yacht Herald. He is now chief engineer, as well as a member, of the firm of Crangle & Co., having charge of the machinery of all the boats belonging to the firm.

Mr. Reif married Miss Mary Normand,

of Cleveland, Ohio; their living children are Eliza May, Julius Augustus, Estelle, George Albertice, James Henry, Joseph, Mary Adeline, Mary Ellen, Maud Margarite; Edith and Alice Maybell are deceased.

CAPTAIN JAMES SNOW. One of the oldest shipmasters, whose life has been spent on the Great Lakes, is Capt. James Snow, whose name appears at the opening of this sketch. For many years he acted as builder, owner and master, and as soon as one vessel was sold, another took its place, so that he has remained constantly in the business in some way over sixty years. He was born September 25, 1823, in Erie county, Penn., and resided in his native place about twenty-one years. At the age of twelve years he went on the schooner Conneaut Packet, where he remained throughout the season as cabin boy. He then shipped on the Savannah, and later on the T. W. Morris as boy, and spent the season of 1837-38 on the brig Ruggles. When he left this boat he went to Boston and shipped on the John Redding, visiting the West Indies, and South America, remaining on her about two years. Upon returning to the lakes, in 1841, he shipped before the mast on the Brandy Wine. In 1842 he served in the same position on the Navigator, and then acted as mate, and finally as master of the same vessel. After being a short time on Big Z he bought the Navigator and sailed her until 1846, after which he built the Telegraph and sailed her until 1850. After sailing the schooner Henry Hazer and the steamer America, he bought the brig Bell, with Thomas Dyer, of Chicago, and commanded her until 1853, when he sailed the steamer Hendrick Hudson until October of that year. He then built the schooner Gem, and upon making a trip to Chicago in her, he sold her and obtained a contract to build two more of a like character.

The following winter he superintended the building of the Chapman and Maple Leaf, and in 1854 the Autocrat and Grand Trunk. He sailed the Autocrat two years and sold her, after which he built the Nightingale, which he sailed part of one season. He sold her in 1856 and sailed the Ports-

mouth, in the interest of the New York & Erie railroad, connecting with the Michigan Central, when he sailed the steamer Adriatic one season, and then built the tug Noah P. Sprague, and came to Detroit, engaging in the towing business until November 14, when the boiler blew up and killed all on board but himself. He then went back to the Adriatic for the season, when the Sprague was raised, and he rebuilt and sailed her. After but a short time on this boat, he left her and went into the grocery business in Detroit, and there remained until 1861, when he shipped on the Evergreen City, after which he was on the Cuyahoga and Equinox, leaving her to go in the insurance business in Buffalo. Upon returning to the lakes he sailed the B. F. Wade, T. D. Doyle, tug Winslow, Brady, Huron, Marine City, Dunlap, Monitor, Wood, Bennett and Alpena, being engaged in wrecking the schooner Consuelo in 1885. In 1886 he rebuilt the Eighth Ohio and sailed her three years, after which he came to Detroit and engaged in the coal business, which he continued until 1895, when he retired.

September 25, 1845, he was married to Miss Harriet Tubs, who died in 1850. Their children are James, who is a traveling man, and Charles, who is a yardmaster at Dayton, Ohio, for the Chesapeake & Ohio railroad. On August 13, 1873, Captain Snow was again married, this union being with Josephine Terrill, of Detroit, and he resides at No. 269 Twenty-first street, Detroit.

CAPTAIN ANGUS MCGREGOR is the son John and Ann (Irkard) McGregor, natives of New Brunswick and Nova Scotia, who died in 1887 and 1859, respectively.

John McGregor, the father, was a fisherman and a shipbuilder, and upon his boats the subject of this sketch learned the rudiments of the sailor's life.

Our subject was born December 31, 1835, in East Port, Maine, and lived in that place until he was about ten years of age, when he went to Sidney, N. S., where he received an education from private instructors, not having the advantage of public schools as in his native place.

When his father built the brig Lady Young, he sailed her ten years along the coast between Newfoundland and West Indies, and lost her on Sable island. He went to Toronto at this time and spent three years on the Merchant Miller. Since that time he has acted as mate of the Typho, Ithaska, Cornan, Ellsworth, Cream City, and schooner Twin Sisters.

Captain McGregor was married to Miss Maria Davis, and in 1865, with her, he visited Russia, England, India, Australia and New Zealand, going on the ship Norman, which was in command of Capt. Kenneth Irkard, uncle of Mr. McGregor.

WILLIAM BRAKE, a marine engineer sailing out of Marine City, of which place he has been a popular and esteemed citizen about forty years, is in demand at the opening of every season to take command of the machinery of a good steamboat. He is the son of Jonathan L. and Mary A. (Locke) Brake, and was born in England, May 29, 1846. His parents took passage for the United States about the year 1844, first locating in Buffalo, going thence to Detroit, where the father entered the employ of E. B. Ward as foreman of his shipsmith shop, remaining in that position four years. He then removed to Marine City, where he started in business for himself as shipsmith, conducting it successfully up to the time of his death, which occurred in 1874, his wife having preceded him across the silent river.

William Brake acquired his education in the public schools of Buffalo and Marine City. After working with his father two years, and becoming a skillful artisan, he went to Buffalo and entered the employ of J. O. Robison, a gunmaker in business on Main street. Mr. Brake learned this trade thoroughly, devoting two years to it, and is able to make and finish a gun in the most approved style. On his return to Marine City he again worked in his father's shop.

It was in the year 1867 that Mr. Brake first conceived the desire to become a marine engineer, and he shipped as fireman on the steamer Bay City, which came out new that spring. This was followed by two seasons as second engineer on the steamer J.

S. Estabrook, owned by the Toledo and Saginaw Transportation Company. In the spring of 1870 he was appointed chief engineer of the *Trader*. This was the first of that class of vessels since known as steam-barges. He remained chief of her two seasons. His next steamer was the *Robert Holland*, which he brought out new in the spring of 1872, and engineered five consecutive seasons.

In 1877 he took the steamer *Salina* as chief, and ran her two and a half years, then transferred to the *P. H. Birkhead*, and was chief on her for the three following seasons. The steamer *C. F. Curtis* came out new in 1883, and Mr. Brake joined her as chief engineer, going onto the *Robert Holland* the next year. In 1885 he put in the machinery, and brought out new the steamer *J. W. Westcott*, engineering her three years. His next new steamer was the *Robert F. Freyer*, into which he put the machinery and ran her five seasons. In the spring of 1891 he was appointed chief engineer of the *F. W. Fletcher*, bringing her out new and running her five seasons. His next berth was as chief engineer on the steamer *Katahdin*, followed by a season in the *E. M. Peck*, and was retained on her in this position for the season of 1898. During the thirty years since Mr. Brake obtained his first berth as second engineer he has not lost a season, and by mechanical skill and good judgment has steadily advanced in his profession. Socially, he is a Master Mason and a member of the Marine Engineers Beneficial Association.

Mr. Brake was united in marriage to Miss Nellie F., daughter of George Beal, of East China, Mich. Their children are Forrest B., Mollie B. and Russell. The family homestead is located on St. Clair street, Marine City, Michigan.

CAPTAIN JOHN HORACE LANGLEY, of St. Joseph, Mich., a worthy son of Capt. Samuel G. Langley, whose noble and brave life of public service as a sailor of the Great Lakes is portrayed elsewhere in this work, and to which the reader is referred for the family genealogy, was born at the Langley homestead at St. Joseph, Mich. March 16,

1844, amid a great storm, which may account for his placid and peaceful makeup, for even a short acquaintance shows him to be of mild disposition, modest, retiring and unostentatious. Like his ancestors, from whom he inherited a love for the water, he early began a seafaring life, and after receiving the rudiments of an education in the common schools of his native place and in Detroit, at the age of fourteen he sailed on the bark *Sunshine*, before the mast, the boat plying between Buffalo and Chicago. A year later he went as watchman on the propeller *Illinois* between Detroit and Buffalo. He then served successively on the *May Flower* and the *Tonawanda* as watchman and wheelsman, and was promoted to second mate of the last named, being then only about sixteen years of age. The following season he was made mate of the *Tonawanda*. For two years he sailed on the *Dean Richmond*, then the largest propeller on the lakes, carrying 1,400 tons. The *Dean Richmond* ran on the New York Central line, and connected with that line railroad trains from Buffalo to Chicago.

At about the age of twenty years our subject was made captain of the side-wheel steamer *Philo Parsons*, which ran from Grand Haven along the eastern shore of the lake to St. Joseph and across to Chicago. From the *Parsons* he sailed the *St. Joseph*, which was built in Buffalo by Captain Gibson, our subject holding an interest in her, and which was a passenger and freight boat, plying between St. Joseph and Chicago. He sailed her for several years, and then sailed the *V. N. Raalte*, *Benton*, *Lake Breeze* and the *Messenger*, respectively. The last named was the first boat owned by Graham & Morton. Later he sailed the *Roanoke*, *Colorado*, *Comet*, and about 1884 he quit sailing and became the agent at St. Joseph for the *Dix*, owned by Captain Cochran, who sailed her between St. Joseph and Chicago. The *Dix* was taken off the route and Captain Langley was instrumental in getting the *Detroit* on the same route, and for which he was the agent at St. Joseph. In about 1892, the Captain, in connection with John G. Williams, of Terre Haute, Ind., and F. W. Wheeler, of Bay City, Mich.,

formed the Lake Michigan Transportation Company, and put on four boats, namely the Soo City, Ossifrage, the Laura and Minnie M., two of which ran daily between Milwaukee and St. Joseph, and two twice daily between St. Joseph and Chicago. This was styled the Vandalia line, and of which our subject was manager. These boats were run a couple of years, and then Captain Langley withdrew and retired from the lake service. He is now residing on one of the many beautiful fruit farms about St. Joseph, where he grows all kinds of berries and small fruits, and, if one can judge from appearances, has one of the model fruit farms of Berrien county, and himself an expert grower. His forty-acre farm and homestead are on the Langley tract, and adjoin that of his mother.

Captain Langley through his long years on the lakes met with no serious accidents. Like his illustrious father, however, he has been instrumental in saving life. He possesses a handsome gold medal given him by the United States Government for bravery and heroism in rescuing four men from the several vessels lost off the shore between Grand Haven and St. Joseph; the men had been clinging to the topmast for twenty-four hours when rescued.

On New Year's Eve, 1865, Captain Langley was united in marriage to Marian A. Oviatt, daughter of O. W. Oviatt, now a successful business man of Chicago, and to their union have been born the following children: John H., Jr., on the City of St. Joseph, between St. Joseph and Chicago; Marian A., deceased; Marian Berenice, now teaching; Delia A., deceased; Margaret Ruth; and a son that died in infancy. The mother of these children is a woman of education and culture, born November 13, 1843, at Edenburg, Ohio. Her education was completed at the Convent of the Ladies of the Congregation, at Kingston, Canada, where the accomplishments of music and French were received. Mrs. Langley's mother, Delia Wadsworth, was a native of Ohio, a daughter of Jeremiah Wadsworth, of Hartford, Conn., who was one of the pioneers of the locality of Cuyahoga Falls, Ohio, where he settled on land obtained from the

government. The great-grandfather on Mrs. Langley's father's side was a colonel under LaFayette in the Revolutionary war, and she is thus a Daughter of the Revolution.

JOHN H. GRAHAM, of St. Joseph. For the past twenty years no name has been more prominently connected with the passenger pleasure resort service out of Chicago, and with the great fruit traffic from the Michigan shores, than that of the worthy president of the Graham & Morton Transportation Co. Their line of palatial steamers carry thousands of people daily during the summers between Chicago, St. Joseph and Benton Harbor, and do an extensive freight business between the same points, and between Milwaukee and the Twin Cities.

Mr. Graham is a native of the State of Illinois, having been born in Boone county, December 10, 1849. His parents were John and Lucinda (Nichols) Graham, who are referred to in the sketch of Edmon A. Graham, elsewhere in this work. Our subject passed his early boyhood at Elkhart, Ind., and in 1864 came with his father to St. Joseph, and with him became engaged in the lumber business. Some years later young Graham, in connection with Mr. Andrew Crawford, formed a partnership at Benton Harbor in the hardwood lumber business, and operated a sawmill in connection with it. This firm carried on an extensive business in this line for several years. Early in the 'seventies Mr. Graham, in connection with J. Stanley Morton and others, engaged in the steamboat business, operating boats between Benton Harbor, St. Joseph and Chicago, under the firm name of Graham, Morton & Co., which, in 1880 or 1881, merged into a stock company, which was styled the Graham & Morton Transportation Co., and of which Mr. Graham became president, which position he has since uninterruptedly held.

On February 14, 1881, our subject was united in marriage to Miss Dora E. Chase, a daughter of E. T. Chase, of Benton Harbor, but formerly of Homer, Michigan.

The Graham & Morton Transporta-

tion Co., of which Mr. Graham has been so long officially connected, and to the growth of which he has given so many of the most active years of his life, and at times periods of great anxiety, represents the largest single business interest in the docks at Benton Harbor and Chicago, upwards of a half million dollars, and during the season gives employment to more than a hundred men.

Our subject is also identified with other business interests at Benton Harbor and St. Joseph, being the president of the Alden Canning Company, of the former city, and of the St. Joseph Hotel Company, which owns the beautiful and commodious hotel by that name, located on the beach at St. Joseph, and which beautiful structure was burned in the summer of 1898. He is also a director in the Union Banking Company of the latter city. Mr. Graham is strictly a self-made man, beginning early in life to do for himself, and through his own energy and efforts he has made for himself a position and standing in business circles, of which any man might be proud. In politics Mr. Graham is a Republican.

CAPTAIN WILLIAM LYMAN STEVENS, keeper of the Life Saving Station at St. Joseph, is a son of James E. and Lucinda (Hastings) Stevens, and was born in St. Joseph, Mich., December 5, 1851. The father, a native of Brownsville, Jefferson county, N. Y., born within sight of Watertown, in 1823, came to St. Joseph in 1842. At that time the country about Benton Harbor was all in timber, there being but one house, and that a log one, which stood about where the pumping house now is, and was occupied by the grandfather of J. S. Morton, now of Benton Harbor. As time passed by J. E. Stevens became one of the most active, and probably was engaged more largely in business than any of the other citizens of the county who were contemporaneous with him during his active business career. In 1860 he commenced farming, cleared up the woods and improved 160 acres of land at Eastman Springs. For a period he farmed extensively and carried on a large general store at St. Joseph; also had a general store

at Benton Harbor, and one at South Haven. He had commenced merchandising at St. Joseph in 1844, and was for twenty-eight years a merchant at that place. From 1864 to 1870, in addition to his large business interests, he was active in the lake trade, building and operating the schooners R. B. King and Belle Stevens; also was one of a company who built and ran the propeller Favorite; held interests in the steamer Benton, and the Lady Franklin; and in the propellers Van Raalte and Skylark, which plied on Lake Michigan between St. Joseph, Chicago, Milwaukee, Grand Haven and Muskegon. During the same period Mr. Stevens was engaged in the lumber business, and was represented in yards in Milwaukee and Chicago. He is now residing on a farm within a couple of miles of Benton Harbor, and is engaged in raising small fruits.

Capt. W. L. Stevens, the subject of this sketch, grew up and was educated in St. Joseph. He assisted his father in his different business enterprises, and farmed for several years. Later was employed for a number of years as foreman in the work about the docks in his native place, and for one year was similarly occupied at Chicago. In December, 1879, some six months after the establishing of a full crew at the life saving station at St. Joseph, Mr. Stevens was made the keeper of the station and captain of the crew, which relation he has ever since sustained with the U. S. Life Saving Service. During a service of nearly a score of years, which is of itself sufficient evidence of ability and efficiency, Captain Stevens and his noble crew have rescued many lives from wrecked vessels, and performed acts of heroism. In referring to the wreck of the steamer Protection, which occurred off Saugatuck, November 13, 1883, and to the St. Joseph crew, the report from the published records of the U. S. L. S. service at Washington set forth that:

In several marked respects, including the distance of sixty-four miles traveled by the life-saving crew to effect their magnanimous purpose, this case of rescue may be considered unparalleled in the annals of the service. But for the gallant aid rendered them it is more than probable the fifteen men on board the Protection would have perished. It will be seen that the efforts made by the brave citizens of Saugatuck to get out to them in a boat were baffled by the terrible

wind and sea. Adrift in an unmanageable vessel, their places of shelter breaking away under the shocks of gale and wave, they would in all likelihood have soon frozen to death, or become the prey of the surf, but for the action of the little corps of life savers.

When the steamer City of Duluth was wrecked off St. Joseph, January 26, Captain Stevens succeeded in getting his crew together, and six hours after receiving the information of the wreck had saved forty-one lives, which constituted the crew and passengers of the City of Duluth. This following was one of the most notable and important services rendered Captain Stevens and his crew. On November 10, 1898, when the schooner Lena M. Nielson was stranded at Lakeside, twenty miles south of St. Joe, the crew went down by fast train, and rescued the crew of four men of the ill-fated vessel, who were clinging to the rigging, a feat that required not only bravery, but great skill and generalship.

On June 30, 1878, Captain Stevens was married to Miss Ella Whitaker, of Royalton, Berrien county, Michigan.

CHARLES K. FARMER, of Benton Harbor, and purser of the steamer City of Chicago, was born in the city of Brooklyn, N. Y., November 25, 1861. His parents were Francis V. and Sarah (Van Ness) Farmer, natives of New Jersey, the father of New Brunswick and the mother of Pompton. The father is now a retired business man of New York City, having been in his earlier life a wholesale grocer, and later a manufacturer. The mother has been dead some ten years.

Our subject's boyhood was passed in his native city, where he was graduated at the public schools at the age of sixteen years. After his graduation he went into the employ of the Butterick Publishing Company, of New York City, and remained in their employ two years. He next went with the Anchor Line Steamship Company, first as bill of lading clerk, having in charge the rate department, and quoting rates all over the world. Later he was made custom house clerk and boarding officer in the same company's employ. After having served in these positions for a period of seven years, he was compelled, owing to ill health, to

sever his connection with the company, and he then began traveling on the road for the firm of Courtenay & Trull, of New York City, selling railroad, electric light and telegraph supplies. He remained with this company three years, when he was placed in charge of the New York office of the Leatheroid Manufacturing Company, which position he very acceptably filled for three years, but on account of ill-health he was again forced to make a change in business, and he decided to leave the city and go west, and so moved to the State of Michigan, locating at Hartman, where he opened a general store, and through an agreement previously made with the Cincinnati, Wabash & Michigan Railroad Co. (now the Michigan division of the Big Four railroad), by which they were to erect a depot at that point (there being none), and he to act as their agent one year without compensation. He, in connection with his own business, served in the capacity of agent five years.

During his residence here he was not only instrumental in establishing a station, but through his efforts a post office was given to Hartman, and the second year of his residence in the place Mr. Farmer was chosen township clerk, and for two terms he served the people as supervisor of the township.

Our subject, in 1892, removed to Indianapolis, Ind., where, for one year, he was engaged in the fruit and produce commission business. He withdrew from this to accept the position as editor and manager of the National and State *League News* published in that city, and after conducting the paper for nearly a year, resigned and accepted a position on special work on the Indianapolis *Journal*. During the Grand Army Encampment in that city he was detailed to write up a special naval matter (the Naval Veterans Association holding their encampment there at the same time), and had his headquarters on a full-sized model of the old man-of-war Kearsarge, which was erected on the Statehouse grounds, Mr. Farmer having been selected to do the work, owing to the experience he had had and acquaintance with marine and naval matters while in New York City.

Possessed of a delicate constitution, and from thorough overwork at the encampment, he was taken sick with nervous exhaustion, and was confined to his room for three months. After again getting out and about he thought best to make a change, and so, in the year 1893, he removed to Benton Harbor, Mich. In the following spring (1894) he accepted the position as agent of the Seymour Transportation Company, which ran a line of steamers between Chicago, St. Joseph and Benton Harbor. The following year he was made superintendent of the line, and continued in that position until the line was discontinued. In March, 1896, he was engaged by the Graham & Morton Transportation Co., for special work, but, they not having any one to fill the position of purser, he was pressed into the service.

On September 25, 1883, our subject was married to Miss Athenaise Mitchell, of Brooklyn, N. Y., a daughter of William Mitchell, of Wilmington, N. C., whose wife is Mary (La Grave) Mitchell, of Rochelle, France. To our subject and wife have been born three children—one daughter that died in infancy; Marie, aged ten years; and Louisa, born August 25, 1897.

There was one period in Mr. Farmer's life when his ill health was a blessing in disguise, for he had made application, which was accepted, for the Jeneatte Expedition to the North Pole, but owing to his physical condition he had to withdraw his name. Mr. Farmer is a bright and capable business man, and a most genial and accommodating purser.

JOHN WALLACE. For a quarter of a century or more Mr. Wallace was identified with the history of the Great Lakes, and for quite the same length of time has his name been associated with some of the leading business enterprises of St. Joseph.

He was born March 7, 1835, in Dundee, Scotland. Mr. Wallace inherited and brought with him the characteristics which the Scotch seem to possess, and which makes everything they undertake a success. His parents, John and Mary (Reed) Wallace, were natives of Scotland, and when our sub-

ject was six years of age came to America and settled in Wayne county, Mich., where the father followed his trade, that of a molder. At the age of sixteen the son was apprenticed to learn the trade of a machinist, and for some years followed it. Later he sailed the propeller *Montezuma* as second engineer, under the command of Captain Titus, who was master of the steamer *Erie* when she foundered in Lake Erie. He became chief engineer of the same propeller, and was on her several seasons, when he put the machinery in the propeller *Lady Franklin*, commanded by Captain Hickie, and was with her several years as chief engineer. He next served in the same capacity on the propeller *Ottawa*, under Capt. John Warren. He then sailed on the *Favorite*, of which Nelson W. Napier was master. Mr. Wallace put the machinery in her, and worked on it through its construction in Chicago and at Howard, Wis., where the boat was built. He then went to Buffalo, and built the tug *John T. Edwards*, which was owned by himself and Mr. Edwards, and an interest in her was taken by Mr. Marion Barnes, and for some sixteen years the firm of Wallace & Barnes carried on the tug business about St. Joseph and Benton Harbor.

Engineer Wallace also embarked in other lines of business, and by carefully watching the details of each, and through good management and close application, he has become a successful business man, and one of the leading spirits of the city of St. Joseph, to whose growth he has contributed no small part of his energies. He had but limited educational advantages in his youth, but by self instruction and reading, and by coming in contact with the world, he has become a well informed man, and his opinions are highly respected.

He has served the people of St. Joseph creditably in different public capacities, having served as alderman of the city several times, and has been city collector, as well as city treasurer. He is a director in the Union Banking Company, and has other business connections, carrying on for many years an extensive lumber yard, and keeps

builders' materials in stock, and a line of coal, wood, lath, etc. He is a most reliable man in all his business dealings.

In February of 1860 Mr. Wallace was married to Miss Alice, a native of Detroit, Mich., and daughter of James McMahon, of Irish nativity, and their union has been blessed with the following children: Lewis D., William G., Maud M., James, Alexis J., Edith A., Roy F., Dudley B., John, Jr., and Alicè V. In politics Mr. Wallace is a Republican; socially he is a member of Occidental Lodge No. 56, A. F. & A. M.

CHARLES P. TIBBETTS is the genial steward of the City of Chicago, Benton Harbor. For upward of twenty years the smiling face and cheery disposition of Charlie Tibbetts, the ever obliging steward of the City of Chicago, has greeted and made welcome the thousands of patrons of the Graham & Morton Transportation Co.'s steamers. He is a native of Italy, having been born January 1, 1842, six miles from the walled city of Lucca. His parents, Nicholas and Agnes Tibbetts, were also natives of Italy.

At the age of thirteen young Tibbetts, to escape a seven-years' service in the army, came to America as a passenger in the Italian brig *Machivello*. Landing at Boston, Mass., he was for a time occupied in molding plaster of paris statuary, and then for two years served as cook of the schooner *Pocahontas*, which traded up and down the New England coast. Then for four years he was engaged principally in cod and mackerel fishing, being on several different vessels. In 1859 he was the captain of a small fishing boat, known as the *Pinkey*, in the fishing trade, and for a time was captain of the *Lizzie Ann*, when he next shipped on an American brig bound for Kingston, Jamaica, *via* Baltimore; but on arriving in Baltimore he left her, and the vessel was never heard from after leaving that port. He next went to Gloucester, Mass., and shipped as sailor on a bark bound for Mt. Desert, Maine, and on nearing that point (it being in the winter) they encountered a great gale and snowstorm, when the vessel was blown off its course, and they were four days in getting back.

From this experience up until 1859 Mr. Tibbetts served on various vessels, and in different capacities up and down the New England and northern coasts, being much of the time engaged as a fisherman in the cod-fishing and mackerel trade. During the year 1859-60 he went to South America, shipping as an able seaman on a sailing vessel.

On the breaking out of the war, and on the second day after the President's call for troops, April 17, 1861, our young patriotic foreigner enlisted in Company G, Eighth Massachusetts Infantry, the colonel and major of which were the subsequently distinguished men, Gen. Benjamin Butler, and Ben Perly Poor, and Lieutenant-Colonel Hincks. The company was made of nearly all sailors and marines, and the Colonel having a knowledge of this, and as he was desirous of selecting a number of men for hazardous duties, he, while the command was *en route* to Washington, asked for volunteers for the work of sappers and miners, and young Tibbetts was one of sixty-five, nearly all sailors and marines, that volunteered for the mission. At Annapolis, Md., this squad of sixty-five was detailed, after having taken from the enemy the frigate *Constitution*, which was partially buried in the mud and shallow water, to unstrip her of her guns, which they did, and put her afloat in deep water. They remounted her and took her to New York City, where the sixty-five sailors and marines, being almost in rags, and dirty from their work, were marched through the streets, and each given a new suit of clothes, by A. T. Stewart, of that city. They were quartered in the basement of the "Astor House," while in the parlors above were being banquetted a company of Zouaves from Salem, Mass., who were assuming credit for the capture of the *Constitution*. However, the facts soon became known, and the *New York World*, a well-known daily published in the city, came out giving credit to whom it belonged, and the sixty-five men were taken to Washington, where they received the thanks of Congress, and were met by and each given the hand of President Lincoln.

At the expiration of his term of enlist-

ment, sixty days, our subject returned to Massachusetts, and from Gloucester shipped on the schooner *Life Boat*, and made a trip on the Gulf of St. Lawrence; but in the course of a few weeks again entered the service, enlisting in S. Tyler Reed's Mounted Rangers. As one of General Butler's Body Guard, Tibbetts was soon made the private orderly of the General, and as such served him until that officer was relieved at New Orleans, in December, 1862. On General Butler's recommendation Mr. Tibbetts became the private orderly of General Banks, Butler's successor, and remained with the latter until the Red River disaster, and for meritorious service was then promoted to the captaincy of Company A, the first company of colored cavalry put in the field. He remained with the company until January, 1864. Captain Tibbetts was then offered a lieutenant's command under Colonel Cole, which was accepted, and he went to Fortress Monroe and was again with General Butler's command. That fall he resigned, having heard indirectly sad news from home. He had got as far as Boston, when he received a letter to the contrary, so he went to Gloucester, and there joined the Twenty-fifth, an attached company, under Captain Bakson, and went to Boston Harbor, where the command was put at guarding prisoners. After serving in and about Richmond, he was mustered out of the service July 25, 1865.

While acting as private orderly of General Butler, Young Tibbetts was the means of saving the General from falling into the hands of the enemy. While at New Orleans the General wished to review some troops at Pensacola, Fla., and set out to do so in a sail yacht. The person in command of the yacht, it seems, was later proved to be a traitor, for while the General was sleeping the yacht was rapidly being steered to the enemy's side, and but for the foresight of orderly Tibbetts, who had been a sailor for some years, and who, by a comparison at times of the compass, detected that something was wrong, aroused the General and made the situation known to him. It became evident to General Butler that the orderly was right, and that the

commander of the yacht had intended to give them over to the enemy; it is but necessary to add that the traitor was placed in chains. For this service, of which General Butler was most grateful, orderly Tibbetts was to have received a lieutenancy in the navy, but the appointment was in some way hung up for a time, and probably through the modesty of Tibbetts in not following it up, was not consummated.

After the war Captain Tibbetts resumed a seafaring life, and for the greater part of the time was sailing on the ocean, on vessels plying along the American coast, and traveled at various points from St. John, New Brunswick, to Key West, and New Orleans. Among some of the different vessels of which he served on board, special mention is made of the bark *Waltham*, which went ashore on the Florida beach in a great hurricane that swept the Atlantic coast, when within twenty miles of it, and upwards up a hundred vessels were wrecked; the steamer *Florida*, the *New Brunswick*, and the *G. W. Goddard*, a sister schooner of the *New York Wonder*, being among the number. During the decade mentioned the Captain served three years on the police force of New Orleans, and, while on the same, invented a self-turning street car turn table, which he had patented. In 1874 he came north, and at Milwaukee shipped on the propeller *Messenger*, and next joined the steamer *Saginaw*, on which he was made steward. He again went back to the *Messenger*, and in January, 1875, she went into the hands of the *Graham & Morton Transportation Co.*, and Mr. Tibbetts went with her, and has been in that company's employ ever since, excepting a part of two seasons; he has also served in the same capacity on the *Sky-lark*, *Lora*, *City of St. Joseph*, *Puritan* and *City of Chicago*.

In 1879 Captain Tibbetts was married to Miss Maggie Jacob, of St. Joseph, and their children are: Charles, Willie and John H.

HENRY L. MILLER, whose parents were natives of Bavaria, Germany, was born at Buffalo, March 12, 1836. He is one of the

pioneer engineers of Buffalo harbor, having thirty-four issues of license, and, like the average German-American, his life and habits have been very steady, so that today, although at the age when most men retire from daily labor, he is still able and hearty enough not to give that question any serious attention.

Mr. Miller obtained all the schooling it was his privilege to enjoy before the age of twelve, for at that time he commenced work for a Dr. Neuman as office boy, remaining there about two years. He then engaged with George W. Rees as a printer's "devil," which employment he tired of after a year, when he went to work running a small engine for a whip manufacturing concern, being so employed about another year. When about seventeen he began his sailing career as porter on the *Queen of the Lakes* and *Mount Vernon*, remaining on each a season. He then went into David Bell's machine shop to learn the machinist's trade, which he did in the course of three years, continuing in the same place as a journeyman for another year and a half. Next we find him filling the berth of second engineer of the *City of Buffalo* for the season of 1860, and during one year of the war he was on the supply boat *A. C. Steinar* as her chief, plying around Virginia and Washington. After this service he again went on the lakes as second of the *Neptune* for two seasons and the *Potomac* for three seasons; was then second on the *Tonawanda* for one season, and the following season became her chief, continuing as such until she was sunk off Sturgeon Point, Lake Erie. His next employment was a service of five seasons as chief of the old *Mohawk*, which burned while laid up in the Erie basin at Buffalo. He was then chief of the *Oneida* for two seasons and the *Annie Young* for the three succeeding seasons, after which he fitted and brought out new the steamer *Lycoming*, running her three seasons, which (in 1885) closed his experience on the lakes. Having accepted the position of chief engineer of Weyand's brewery, he remained there about four years and then embarked in the tailoring business with his son, a year later engaging with the Case & Bayne Re-

frigerator Co., for whom he put up the sixty-five-ton ice machine in Lang's brewery. At this time he went to Cleveland and put in three machines, and to Erie, Penn., where he remained a year, running two refrigerating machines. Returning to Buffalo he ran a like machine for the Empire brewery, remaining a year with them, and then engaged with the Arctic Ice & Cold Storage Co. to run an ice machine, continuing in that position six months. At the end of that time he accepted his present position as chief engineer of the Clinton Co-operative Brewing Company, which he has since retained.

Mr. Miller was married in 1860 to Miss Mary Anna Huck, and of the children born to this union the following are living: August H., senior member of the firm of Miller & Patridge, prominent tailors, located at No. 60 Main street, Buffalo; Josephine, wife of F. P. Manhardt, a printer; Harry, Louis, Harriet, Mamie, Elizabeth and Blanche. The family residence is at No. 475 Ellicott street, Buffalo.

CAPTAIN PETER J. GIRARD, who lost his life with the sinking of the *Iron-ton* off Presque Isle, in Lake Huron, September 26, 1894, was born in Amherstburg, Canada, October 7, 1854, and commenced his seafaring life at the age of fifteen years, sailing constantly, with the exception of three years, until his death.

Among other vessels on which he saw service were the *Escanaba*, H. P. Baldwin, Wagstaff and the *Mineral State*. For five years previous to his death he was master of a vessel. He was an honored member of the Ship Masters Association, and was highly esteemed by his associates in the lake marine.

On August 21, 1885, the Captain was married to Miss Susan McDonaugh, of Cleveland, a daughter of James and Mary McDonaugh, natives of County Mayo, Ireland.

EDMON A. GRAHAM, St. Joseph, Mich. The name of Graham is inseparably woven with the history of St. Joseph and Benton Harbor, and has been for the past quarter of a century, and especially with the marine

interests of the twin cities, whose ports have grown to be of so great importance in the commerce and passenger traffic of the Great Lakes.

For twenty years our subject has been known to the thousands of pleasure-seekers from all over the country, who annually visit St. Joseph and the resorts of the beautiful river of that name. His first experience in steamboating began in the middle 'seventies, when he, with Capt. James Brooks, bought the stern-wheel steamboat Union, and ran her in the excursion and freight service up to the St. Joseph river. Toward the latter part of that decade Mr. Graham had built at the lumber yard of Preston & Shaw, of St. Joseph, the first May Graham, a side-wheel steamer for the same service. To suit the time and conditions of a later period the May Graham has been practically three times rebuilt, until she is now a model boat for the excursion service and fruit trade of the St. Joseph river, on which thousands of people each summer visit the points of interest along that historic and picturesque stream. The May Graham has a carrying capacity of 400 passengers, is well equipped and ably officered with the most efficient and accommodating of men, the versatile captain, James S. Fikes, having been the master throughout her history. Some twelve or fifteen years ago Mr. Graham came into possession of the Morrison docks at St. Joe, and later he made additions thereto, and in a manner reconstructed the same, until they are most complete, substantial and roomy, having a length of 750 feet, with a wall five inches thick all over, on thirty-foot piling set five feet from center to center, and all built of new timber, costing not less than \$16,000, and now called the Graham Docks.

Mr. Graham is a native of Indiana, born at La Porte, November 14, 1841, and descended from English stock on his father's side. His parents were John and Lucinda (Nichols) Graham, natives of New York State, and the former in early manhood came and settled on a farm near La Porte, Ind. His death occurred in Boone county, Ill., in 1875. He had made several moves

from the time of his settling in Indiana until that of his death, coming in 1864 to Berrien county.

Our subject remained with his father until he became of age, when he went to Elkhart, Ind., and in 1864 came with him to the county named. Then for a period of twenty years he was interested in and operated a sawmill, which was built four or five miles south of St. Joseph, and in connection therewith was engaged in the lumber business. Mr. Graham, as above intimated, has been closely identified with the growth and progress of the twin cities, and he is to-day interested in a number of the enterprises of St. Joe, and is one of her leading and substantial citizens. He is a broad-minded and public-spirited man, and has made his influence felt as a successful business man, and has accumulated a fair share of this world's goods. In politics he is identified with the Republican party, and socially is a member of the I. O. O. F. He is the agent at St. Joe for the Graham & Morton Transportation Company.

On June 28, 1869, Mr. Graham was married to Miss Edwina A. Bunker, a daughter of Nathaniel Bunker, of Berrien county, and they have one daughter, May Belle.

CAPTAIN GEORGE MCLEOD easily ranks as the first wrecking master on the lakes. He was born May 1, 1836, at New London, Prince Edward Island, a son of John and Katharine (McKay) McLeod. John McLeod, his father, was born about 1794, and followed farming as an occupation, dying at the age of seventy-six; he was a son of Kenneth McLeod, who with two friends came from Scotland in 1805 and settled on Prince Edward Island, on land granted them on the north side of the island by the British government for over a score of years of service in the army. Kenneth McLeod passed the rest of his days on this land, and died at the ripe old age of ninety-five years. Katharine (McKay) McLeod was born in 1801, and died in April, 1879.

George McLeod remained at home until he was fourteen years of age, in the meantime receiving a common-school education.



Geo. M^cLeod

He then chose a seafaring life and shipped on the schooner *Ornament*, which hailed from New London. Next year he shipped on the schooner *Mariner*, for England, returning to Halifax on the ship *Humber*, and in the fall of the same year he went to Boston and shipped in the new ship *Jacob Badger*. The vessel went to New Orleans for cotton, which she landed at Liverpool, and took railroad iron for Calcutta, which voyage he made in 1855, returning in 1856. In 1856 he shipped from London to New York on the passenger boat *West Point*.

In July, 1856, Captain McLeod came to the lakes. He sailed in the schooner *Huntress*, and afterward in the *William Treat*, during that season, and the next season he was mate of the schooner *R. G. Winslow*. For the next three seasons he was mate of the *Oriole*, and during the season of 1861 and 1862 he was master of the schooner *Plover*, acting in the same capacity on the bark *De Soto* for two seasons following. In 1865 he was master of the *Flying Mist*, and for the next five seasons of the *St. Lawrence*. In 1871 he became master of the bark *Northwest*, which he left some time in the season of 1874, to take position in the insurance office of W. M. Egan at Chicago, remaining through 1875; he returned to sailing the next season as master of the schooner *Red, White & Blue*, and as she laid up in mid-season he finished in the *Alice B. Norris*. He was master of the *Lucerne* in 1877, and of the schooner *Porter* during the next two seasons.

This closed Captain McLeod's long career afloat. The twenty-five years of almost unbroken marine service had fitted him for a more marked success in special occupation in the same line ashore. In the fall of 1879 he engaged as wrecking master for Smith & Davis, now Smith, Davis & Co., of Buffalo, which position he still holds. The work was specially suited to him. There is no record of it, but he has traversed the chain of lakes from the day of his appointment for the purpose of releasing from the shore vessels that had stranded. At a moment's notice he must go on a journey of perhaps one thousand miles over-

land to meet a wrecking tug sent out in answer to a telegram from a nearer port to save time and expense. If this unfortunate vessel is far from railroad communication, the trip is concluded by wagon or on board a tug obtained at the nearest port. Bad weather or other circumstances are deemed of the slightest account, the order always being to get the vessel afloat as soon as possible. Captain McLeod has saved more than one hundred vessels this way. A complete record of his operations would go far toward giving a partial list of losses on the lakes since 1877. A brief mention of some of them will have to suffice. In 1888 he raised the barge *William Crosthwaite*, coal laden, from the bottom of the Sault river at the Sailors' encampment, and the next season the steamer *Francis Hinton*, from Pilot island at the entrance of Green bay. The same season the steamer *Plymouth* went high and dry on Washington island, in Green bay, but with three tugs, Captain McLeod succeed in floating her, the neatest pulling match, he says, that he ever saw, for he could walk all about the vessel before he began to work on her. In 1890 the steamer *Viking* went ashore at Eagle river, Lake Superior, having been caught in a thick fog, and she was also released by Captain McLeod. That year he also saved, among others, the steamer *Nevada*, from Pilot island, the *S. C. Reynolds* from the north shore of Lake Erie after she had been beached on account of getting afire, the Canadian schooner *Gulnair* from the shore near Alpena, and the steamer *Rube Richards* from Starve Island reef in Lake Erie. Among the successful wrecking feats of 1891 were the release of the steamer *Hiawatha* from near Detour, Lake Huron, leaving her consort, the *Minnehaha*, to be wintered there ashore and be floated next spring, the Canadian schooner *Sligo*, from the north shore of Lake Huron, the steamer *Susan E. Peck* (now the *Lewiston*) from the Sault river, and the *John B. Lyon* from Point Pelee, Lake Erie. The *Peck* had sunk in a collision with the barge *G. W. Adams*, in tow of the *Aurora*, and blocked the passage of Lake Superior for several days.

Among the notable expeditions of 1892 was the one in which Captain McLeod saved the Canadian schooner *S. J. Luff* from the rocks of the Georgian Bay and took her to Collingwood; he also released the steamer *Russia* from Rondeau Point, Lake Erie, the steamer *John B. Lyon* from near Sand Beach, and later on the *H. D. Coffinberry* near the same point; the *Coffinberry* had rolled so terribly in the gale that her boilers had shifted.

There is a long list for the stormy season of 1893. The Captain saved the steamer *Pidgeon* from the south shore of Lake Erie, near Geneva, Ohio, the *Norwalk*, with a cargo of \$100,000 worth of copper, from the Canadian shore of Lake Erie, near Buffalo, the *N. K. Fairbank* from Point Iroquois, Lake Superior, the *S. E. Peck* from the Bar Point, Lake Erie, the *Colonial* and *Hecla* from Lake Ontario shores, the *Burlington* from Sand Beach and the *C. B. Lockwood* from Lime Kiln Crossing in the Detroit river. The *Lockwood* had been sunk in collision with the *E. A. Nicholson* and was one of the worst wrecks that had ever been floated. Among the stranded vessels floated in 1894 by Captain McLeod were the steamer *R. Mills* from the Straits of Mackinac, where she had been sunk by the *Jewett*, the *S. C. Baldwin* from the St. Clair river, and the *Monteagle* from near Chicago. Two bad collisions made work for 1895. The Canadian steamer *Jack*, in the midst of a remarkable career of accidents, sank the steamer *Norman* in Lake Huron, never to be raised, and went down herself in waters shallow enough for Captain McLeod to raise her. The steamer *R. L. Fryer* was sunk in the Sault river in a collision with the steamer *Corsica*, her whole forward part being laid open; it was a feat of submarine engineering to raise her, but Captain McLeod accomplished the job in comparatively short time. The steamer *P. P. Pratt* from Lake Huron, near the Sault river, the schooner *S. J. Tilden* from lower Lake Huron, and the *Michigan* from near Chicago, where the other consort of the *J. E. Owen*, the *E. A. Nicholson*, was lost, were also raised the same season. In 1896 the *William Chisholm* was raised in the St.

Clair lake after being sunk in collision with the *Oceanica*, also the steamer *Samoa* from the St. Lawrence river, and the *Monteagle* from near Kingston. In the fall of 1898 he took the schooner *Aberdeen* off the beach at Grand Haven, and took her to Milwaukee. In about 1879 or '80, Captain McLeod was put on the committee for compiling the Inland Lloyds Registers, and has been upon that committee ever since.

Captain McLeod is an honorary member of the Shipmasters Association; member of Erie Lodge, Buffalo Chapter, Keystone Council, Lake Erie Commandery, and a 32nd-degree Mason, of what is called Buffalo Consistory; he has always taken quite an interest in Masonry, and is one of the leaders. In politics he is a staunch Republican.

CAPTAIN HORACE K. LANGLEY (deceased), the son of Capt. Samuel G. and Sarah A. (Hilton) Langley, was born at Lee, New Hampshire, about the year 1830. His father later lived at Newburyport, Mass., and was a shipbuilder. [For the ancestry of our subject, the reader is referred to the sketch of Capt. Samuel G. Langley, which appears elsewhere in this book.] Like his distinguished brother, Captain Langley was early accustomed to the water, and when but a lad began the life of a sailor, going as cabin boy with an older brother, John F. Langley, who was sailing on a line of vessels between Boston and New York City. In 1845, the brother was lost, and young Langley returned to his home, and was for a time employed with his father at Newburyport. Along in the 'fifties Horace K. came out to Buffalo, N. Y., and began sailing from that point; subsequently he went to Chicago, and entered the service of the Western Transportation Company, and was with it for many years, during which time he sailed the propellers *Omar Pasha*, *Mohawk*, *Bucephalus* and the *Concord*—all first-class vessels, some of them in the Detroit and Chicago trade and some running between Chicago and Buffalo. He also sailed for Duncan Stewart, of Detroit, the *Anna Young*, between Buffalo and Saginaw and intermediate points. After leaving that

company's service he came to St. Joseph and went to farming, having years before located his family at that point. Later he sailed the *Skylark* for a season or two between St. Joseph and Chicago, and then returned to the farm, on which his death occurred December 4, 1875.

Captain Langley possessed many of the sterling qualities of his brother Samuel G., and ranked with the first-class masters then on the lakes. He was a Mason, and in politics a Republican.

In 1849 he was married to Mrs. John F. Langley, whose maiden name was Davis, a daughter of Samuel and Sarah (Chapman) Davis, the daughter being a native of Connecticut, but who grew up in New York City.

Capt. John F. Langley, a brother of Horace K., was a native of Lee, New Hampshire, born in 1820, and at the age of fourteen left home and went to Boston. He seemed determined upon going on the water, and so was apprenticed to a Mr. Davis, of Connecticut, who owned or was on a line of vessels between Boston and New York, and in that company young Langley served out his time. At nineteen he was made master of one of the vessels, and remained in that company's employ until he was lost on the schooner *Reecide* off Hell Gate, in February, 1845. Captain Langley married the niece of the Mr. Davis referred to, and to this union were born two children: George and Kate. After the death of John F., and in 1849, the widow married the brother, Capt. Horace K. Langley. She now resides at Rockford, Illinois.

LUKE MULLANY, at present employed as assistant engineer at the Buffalo Water Works, was born at Roscommon, Ireland, and was brought to America by his parents when he was eighteen months old. His father, John Mullaney, was a farmer in the old country, and became a quarryman in Saratoga county, N. Y., after he came to this country. The mother's name was Mary Golden.

Luke Mullany obtained his education in Saratoga county, and began his seafaring life on the old steamer *Southern Michigan*, which belonged to the Southern Mich-

igan & Northern Indiana line, working a season on that steamer. The following season he was fireman on the *Crescent City* and *Forest Queen*, respectively, and the next in the same capacity on the *Winona*, of the New York Central line, and the *Troy*. He then became second engineer on the tug *Noah P. Sprague*. His next employment, in 1860, was as second engineer of the steamer *Wabash Valley*, of the Goodrich line, upon which he remained until she sunk in collision with the steamer *Mineral Rock*, outside Saginaw bay. She did not sink immediately, but was run to Black River, about twenty miles off, where she went down in shallow water, and was afterward raised, taken to Detroit and rebuilt. After being paid off at Detroit Mr. Mullaney started for Buffalo on the steamer *Mt. Vernon*. The boiler of this steamer blew off the dummy light in Lake Erie, but he finally reached his destination in safety and obtained employment as second engineer on the propeller *Rocket*, of the New York Central line, for the balance of the season. She plied between Green Bay, Toledo and Buffalo.

In 1861 Mr. Mullaney was second engineer of the propeller *Hunter*, which burned at the dock at Chicago just about the time she was being laid up at the end of the season. The following two seasons he was second engineer of the *Empire State*, chief of the Kentucky, and second of the *Mohawk*. In 1864 he was second engineer of the steamer *St. Louis* for the whole season; in 1865 was second on the *Badger State*; in 1866 was engineer on the propeller *Saginaw*; in the latter part of 1867 he served as engineer of the steam-barge *Howard*; in 1868 he went on the *New Era*, and during the latter part of that season was engineer of the tug *Mosier*; in 1869-70 and part of 1871 he was engineer of the tug *Monitor*. For one season he also engineered tugs belonging to the Maytham line, and for the following nine years he was engineer of a hydraulic hoist at East Buffalo for the Erie Railroad Company, in whose employ he continued, at their docks at Buffalo and otherwise, until about May, 1883, when he was made assistant engineer

at the Buffalo water works, in which employ he still remains.

Mr. Mullany was married in 1874 at Florence, Oneida Co., N. Y., to Julia E. Slater, and they have five children, named and aged (1898) as follows: John Thomas, twenty-one years; Loretta Evaline, nineteen; Edward Patrick, sixteen; Julia Frances, thirteen, and Arthur James, eleven.

CAPTAIN DAVID BORDEAUX, captain of the propeller John V. Moran, is one of the most widely known masters in the merchant marine of the Great Lakes. He was born in Clinton county, N. Y., in 1841, and was educated in the academy at Malone, N. Y., and at Nicolette College, Quebec, taking a three-years' course of study in the last-named institution.

At the age of fourteen years he commenced life on his own account as tar-boy on the schooner Courtland, sailing between Detroit and Ogdensburg, and after two months was earning a man's wages as a sailor before the mast. He was then employed as watchman on the side-screw steamer Baltic, running from Buffalo to Chicago; and in 1860 he became wheelsman on the propeller Racine, of the People's line, and later in the same year sailing in the same capacity in the propeller Forest Queen, plying between the same points. In the fall of this year he shipped as wheelsman on the propeller Union, belonging to the American Transportation Company, and toward the end of the season sailed as wheelsman on the propeller Potomac, running between Milwaukee and Grand Haven, remaining on her until January 15, 1861. In the spring he was given the same berth on the propeller S. D. Caldwell, and then shipped on the propeller Gov. Cushman, plying between Buffalo and Toledo, after which he served as wheelsman on the Badger State. In 1862 he was wheelsman on the propeller Buffalo, and in August of that year he shipped on the propeller Saginaw, plying between Buffalo and Sandusky. In 1863 he became wheelsman on the propeller Equator, going between Buffalo and Toledo, and in September of the same year, sailed in the same capacity on the steamer Mich-

igan, which ran from Buffalo to Green Bay, Wis. The following year he shipped as wheelsman on the propeller Cuyahoga, plying between Buffalo and Detroit, and then on the propeller Guiding Star, as second mate. While in the Cuyahoga, he received his papers as second-class pilot, and finished the season of 1864 as second mate on the propeller Kentucky. In the season of 1865 he shipped as second mate on the propeller Orontes, sailing from Buffalo to Toledo, and in the spring of 1866 he became first mate of that vessel, on which he sailed for five years. In the early season of 1870 he became second mate of the propeller Newburg, of the Union Steamboat line, and finished the rest of the season as first mate on the propeller Passaic. In 1871 he sailed as first mate on the Colorado, and in 1872 acted in the same capacity on the Jay Gould.

The following year he was chosen first mate on the propeller Newburg, belonging to the Union Steamboat line, and in 1874 he served in the same capacity on board the Portage. In 1875 he was made first mate of the Anchor line steamship Conestoga, then belonging to the Erie Transportation Company, and in 1876, in the same capacity, he sailed in the propeller Jewett. In 1877 he shipped as first mate on the steel steamer Tioga, and in September of that year became captain of the Nebraska. During the season of 1878 he sailed as master of the propeller Portage, and in 1879 was transferred to the captaincy of the steamer New York. For six years he was captain of the steel steamer H. J. Jewett, and in 1896 sailed between Buffalo and Duluth as master of the propeller John V. Moran.

The Captain was married, in 1866, to Miss L. C. Keeley, of Buffalo, and they have one child, who is the wife of Capt. Samuel Golden. Captain Bordeaux resides at No. 386 Fourteenth street, Buffalo, New York.

WILLIAM J. ROBINSON, an engineer of some eighteen years' experience, and chief engineer of the C. R. Corwith estate building at Nos. 116-124 Market street, Chicago, was born in Montcalm county, Mich., in 1859, a son of Stephen and Mary (Stone-

burner) Robinson, the former of whom was born in Scotland, the latter in Michigan, of Scotch ancestry. Prior to coming to America the father was a sailor on salt water, and while residing here he sailed on the lakes. His death occurred at Grand Rapids, Mich., in 1867. The mother has since become the wife of John Thompson, of German descent, who was also a salt-water sailor in early life, and afterward sailed on the lakes, following that pursuit for twenty-four years, became a practical seaman, and who is now residing on a fruit farm near White Lake, Mich. Our subject's paternal great-grandfather, Ritz Robinson, was an Indian trader, and was the first white settler on the eastern shore of Lake Michigan, having trading posts at Grand Haven and Grand Rapids, Mich., where he traded in furs for many years. He married an Indian maiden, the daughter of the chief of the Ottawas, and died in Michigan.

In that State William J. Robinson spent his boyhood and youth, his education being mostly acquired at Grand Haven, where he also learned engineering. In 1875 he commenced sailing on fishing tugs out of that port, and engaged in all kinds of fishing for a time, being shipwrecked while on a fishing boat out of Grand Haven, after which he served an apprenticeship to the machinist's trade in the shops of Wilson & Henry, at Montague, Mich. He then became a licensed engineer, and was engineer of the T. W. Snook, engaged in the lumber business between Chicago and all Michigan ports, remaining on her three seasons. The following season he was engineer on the Charles A. Street, running from Chicago to Ashland and Buffalo; and assisted in the building of the barge H. C. Ackley, engaged in the ore trade between Escanaba and Grand Haven, which was lost off Grand Haven in 1878, only seven of the crew of fifteen men being saved. For three years he was engineer on tugs running along the eastern shore of Lake Michigan between Grand Haven, White Lake and other ports, followed by three years on the summer and winter boats of the Goodrich Transportation Company, including the

City of Racine, and the City of Ludington. Going to Sheboygan, Wis., he fitted out the J. W. Johnston for the Shores Lumber Company, of Ashland, Wis., formerly the Powers, and remained on her one season. In 1893, or the World's Fair year, he was employed as engineer on one of the boats belonging to the World's Fair fleet, running from Van Buren street to the fair grounds, and the same year sailed the Fanny M. Rose, a pleasure yacht, on Spring lake, making trips from the summer resorts, Fruitport and the Springs to Grand Haven. He engaged in stationary work in Michigan, but the following year came to Chicago, and in February, 1896, accepted his present position.

At one time Mr. Robinson was a member of the Volunteer Life Savings Station at Grand Haven, and was fortunate in saving the life of E. B. Ward, a wealthy lumberman of Detroit, his life boat being an Indian Mackinac. Socially, he is a member of the Stationary Engineers Association, No. 3, of Chicago; Ottawa Lodge No. 26, and the Knights of the Maccabees, both of Grand Haven; and the Ancient Order of United Workmen at Grand Rapids.

In 1881, at Grand Rapids, Mr. Robinson was united in marriage with Miss Olivia Chaffee, a native of Kent county, Mich., and they are the parents of one daughter, May Edna.

JOHN SKELLY, chief engineer of the steamer Yuma, was born in Ogdensburg, N. Y., July 21, 1856, a son of John Skelly, a railroad man. After leaving school he spent some time on shore in the locomotive department of the C. V. railroad, later becoming oiler of the steamer Philadelphia, remaining one season, and then joined the side-wheeler Admiral, and in turn became second engineer of the steam barges Cleveland, Glasgow, and S. C. Baldwin. After that he sailed as chief engineer, holding that position successively on the tug Maud S., the steam barge Schoolcraft, the Nashua, C. Towar, Jr., Sitka, Gladstone, Bulgaria and the Yuma, serving on the latter vessel since 1893.

Mr. Skelly was married July 30, 1888,

to Miss Lillie Gibson, of Cleveland. Their children are Iva M., Harry M., John H. and James E.

FREDERICK REHBAUM, another one of the prominent and well-known engineers of the lakes, was born in Saxony, Germany, December 27, 1840, a son of Frederick and Christina (Habenstreit) Rehbaum. The family emigrated to this country in the year 1851, coming direct to and settling in Buffalo, N. Y., where the subject of our sketch entered and completed his education in the public schools of the city.

When about twelve years of age he started to work, learning the machinist's trade with the firm of Sutton Bros., and for the next twenty years his services were solicited by the various machine shops of the city, among which were the Shepard Iron Works (now King's), David Bell's, Knight & Sissons, Rugers, Farrar & Trefts, the King Iron Works, and the Buffalo Steam Forge Company, being also employed in the same line in Chicago and Louisville. While in the employ of these concerns he put in the machinery of several boats, and was very often urged by owners and masters of steamboats to take to the lakes. He finally entered the service of the Union Steamboat Company, with which he remained for twenty consecutive seasons; starting as second engineer of the Potomac, he remained for half a season, and then went back to the King Iron Works, to return again to the water the next season as second on the Dean Richmond. Next season he shipped on the old Tioga as her chief, and the seven succeeding seasons was chief of the St. Louis. The next two seasons he acted as chief of the Avon, and then brought out new the Jewett, on which he remained six seasons, subsequently going on the Portage, of which he was chief until September of that season, when he brought out new the Owego, running her on her trial trip. The next season he was back on the Jewett, and at the end of it left the employ of the Union. He then put in the machinery and brought out the America, running her most of the season, which he finished with a couple of trips on the E. P. Wilbur. Next season he ran the

Owego, and the following one fitted out the Schlesinger, and then brought out new the Maruba, of which he was chief for half of that season, the remaining half being put in on the Armour. He next put in the machinery of, and ran for one season, the excursion steamer Idle Hour, and then went with the Anchor line as chief of the Wis-sihickon, which berth he has held for the last five seasons.

In April, 1858, Mr. Rehbaum was married to Agnes Roth, of Switzerland, and they have had ten children, six now living, viz.: Emily, Robert, Fred, Jr., John, Hannah and Elizabeth, of whom Emily, Robert, John and Hannah are married. Robert is a second engineer on the lakes; Fred, Jr., has also six issues of license, being second on the Gordon Campbell; and John is greaser on one of the Rockefeller boats.

Mr. Rehbaum is a member of Local Harbor No. 1, Marine Engineers Beneficial Association, and of Queen City Lodge, A. O. U. W. He resides at No. 152 Madison street, Buffalo, New York.

GEORGE FRITSCHÉ, chief engineer of the elegant steel steamer Chemung for the seasons of 1896-97, is a son of Ferdinand and Sussanna (Cook) Fritsche, Germans, the former a native of Saxony, the latter of Bavaria.

Ferdinand Fritsche was by trade a tailor; emigrating to America in 1853, he located at Tonawanda, N. Y., where he still resides. Besides the subject of this sketch, he has three children, Ferdinand W., in the grain business in Minnesota; John E., on the board of trade at Minneapolis, Minn., and August, in the employ of the Indiana Natural Gas and Oil Company at Chicago.

George Fritsche was born at Tonawanda in 1859 and there attended school. Like many other marine engineers, he never regularly learned his trade at any one machine shop, but brought himself to his present position by his own industry and energy. He worked in various shops about the country, and in 1880 he entered the lake service, becoming engineer of the tug Rambler at Duluth, and after two seasons on her served for three seasons in the same berth on the

tugs Pacific and Oneida, also of Duluth. During the season of 1884 he was second engineer of the D. M. Wilson, and in 1885 of the John B. Lyon and Dean Richmond. He continued on the latter boat through the season, and was also with her in the same capacity during the winter of 1886-87, making trips between Milwaukee and Grand Haven. In 1887 he accepted second engineer's berth on the steamer Starrucca, remaining thereon until, in November, 1888, she went ashore in a snowstorm near Grand Marie, Lake Superior, where she became a total loss.

During the season of 1889 Mr. Fritsche was second engineer of the Rochester, and chief of the propeller Avon; in 1890 he was chief of the Portage; 1891-92 of the H. J. Jewett; 1893-94-95 of the Tioga, and during the seasons of 1896-97 of the Chemung.

Mr. Fritsche is a member of the Marine Engineers Beneficial Association. He is a single man, and resides with his parents at Tonawanda, New York.

RALPH H. REYNOLDS, second engineer of the J. C. Gilchrist, is the son of Charles W. Reynolds, who was born in Buffalo, and spent twelve years of his life as a marine engineer on the Great Lakes, serving also on the gunboat Louisville as first assistant during the Civil war. He died in 1874.

Ralph H. Reynolds was born August 21, 1872, at St. Joe, Mich. When he was three months old his parents moved to South Haven, same State, where he lived till he was seven years of age, at that time removing to Chicago. The early years of his life were spent in school, and at the close of his school days he entered the shop where he served his time until 1888. In that year he began the active life of a sailor, first shipping on the Alfred P. Wright, on which he acted as second cook the first few trips, and then became watchman, remaining one year as such. For the three years following he was greaser on the same boat. During the World's Fair he took charge of an electric launch for four months, and then spent the remainder of the season as lookout on the Arthur Orr. He then

served three months as fireman upon the C. H. Bradley, and for a short time was second engineer, then going on the Marina as greaser for the remainder of the season. At the close he entered the shipbuilding shops at Chicago, where he had previously spent several winters, and remained until the spring of 1895, when he went on the Fred Kelley as second, remaining six months and finishing the season on the Zenith City as greaser. He then entered the shops again, continuing there until in August, 1896, he came on the J. C. Gilchrist to the position which he now holds.

Mr. Reynolds is a single man. His future seems one of promise in marine life, for he has thus far filled all positions in a manner which has gained for him the utmost confidence of his employers.

CAPTAIN DALLAS RYDER, the present master of the Codorus, is one of the eight children, five sons and three daughters, of David and Hannah (Jackson) Ryder.

He was born in the town of Lyme, Jefferson county, N. Y., where he assisted his father at farming, and attended the district schools, until sixteen years of age. At that time, in answer to the government's call for help, he entered the Thirty-fifth New York Volunteers, went to the front, and, after two years of service, re-enlisted in the Frontier (Twenty-sixth New York) Cavalry, from which he was discharged with the rank of second lieutenant. He immediately began sailing, and has ever since continued to follow the lakes, becoming a very successful and competent navigator, as his record and the high-class steamer which has been committed to his care will show. His first service was before the mast on the Henry Hoag, on which he remained about six months, after which he was on the Gilmore, Penfield, Selkirk, and one or two others in the same capacity. In 1871 he went as second mate on the steamer Lawrence, and in 1872-73 was the mate of the Brooklyn, then master of the Buckeye one season, and the Lowell two seasons. He entered the service of the Anchor line in 1881 as mate of the Juniata, on which he continued for two seasons,

and was next on the Annie Young one season. Following this he was master of the Gordon Campbell one season and Juniata seven seasons, and for the past three seasons, including that of 1897, of the Codorus, one of the two finest boats of the line. Captain Ryder has twenty-four issues of master's papers, and during his entire career has been fortunate, as well as careful, having never experienced any serious disaster. The closest approach to one was while he was on the Brooklyn, her boilers exploding when she was ten miles below Detroit, and killing eleven men, our subject escaping with a broken arm.

In February, 1865, Captain Ryder was married to Miss Annette Wilson, also from Lyme, and they have two children, a son and a daughter; the eldest, Archie, being a law student at the Buffalo University.

The Captain is a member of the Ship Masters Association of Buffalo, No. 2; of Chaumont Lodge No. 172, F. & A. M., and of Lodge No. 498, I. O. F. and the G. A. R. The family residence is at Three Mile Bay, Jefferson county, New York.

CAPTAIN WILLIAM J. PRINGLE, who held the position of mate on the Pontiac for the season of 1898, was born October 13, 1860, at Marine City, Mich. His parents, William H. and Mary (Huntoon) Pringle, are natives of Northumberland, England, and New York State, respectively, and are now residing in California. William H. Pringle is an old sailor, having spent about fifty years of his life on the Great Lakes and some time on salt water.

Ten years after his birth William J. Pringle removed with his parents to Cleveland, Ohio, and at that place has had his residence ever since. The marine life which his father followed early held out its attractions for him; and after he was thirteen years of age he began to sail in the summer season and attended school in the winter. He first went on the D. W. Rust as watchman, and remained six years in that and other minor positions, finally becoming mate. He spent part of a season as mate on the Ohio, and then acted in the same position for a year on the Onoko.

During the seasons closely following he was mate on the A. Everett, Fred Kelley, Merrimac, Manhattan and Manchester, coming to the Merrimac as master in 1890 and remaining three seasons. He then sailed the Missoula, and afterward acted as mate on the Henry Johnson and George Spencer one season. The following year he sailed the Superior and Waverly, after which he served as mate on the Colonial and Helena, finally coming to the Pontiac in the position he now holds.

Captain Pringle was married December 29, 1887, to Miss Louise A. Schutthelm, of Cleveland. He is thoroughly experienced in his calling, and is held in high value by his employers and all with whom he is connected in that line.

George Pringle, a brother of our subject, spent about five years of his life on the lakes, but is at present engaged in business in California.

JAMES D. GOW was born in Lincolnshire, England, in 1868, son of John and Sarah (Robertson) Gow, who were both natives of Perthshire, Scotland, moved to Lincolnshire, and from there emigrated to this country in 1869, settling at Waterloo, New York.

Our subject received his education in the public schools of Lockport and Rochester, and while at Lockport was favorably mentioned for a commission at West Point, but declined the honor, and at the age of seventeen came to Buffalo and started to work at steam fitting for Mr. Summerhays, and afterward found employment with the John T. Noye Manufacturing Company, remaining with them until he was twenty-one. He thus followed the footsteps of his father, who has been a machinist all his life, being at present employed at Lockport, N. Y. During the five years of his service with the John T. Noye Manufacturing Company he became thoroughly proficient in his chosen vocation. He left there in the year 1890 to commence steamboating, the first berth he filled being that of oiler for the season on the Northern Queen. In 1891 he was transferred to the North Wind, on which he shipped for that season in the same capac-

ity. The season of 1892 he was advanced to the position of second engineer of the same boat, the *North Wind*, and in 1893 he was transferred to his maiden ship, the *Northern Queen*, of which he was second for the season. The following one, 1894, he was first assistant of the *Northwest*, at that time the *Queen of the lakes*, and in 1895 on her sister ship, the *North Land*, in the same capacity. The season of 1896 found him with the *Union Steamboat Company* as first assistant of the *Owego*. Although holding an engineer's license, he became discouraged at the slow advancement, and decided to take a position ashore, and accordingly became engineer of the *Ellicott Square* building, which position he held at the time of his death, August 16, 1897. His death was caused by an accident when in the discharge of his duties. His pleasant manner won him many friends, while his courage brought him the respect of his employers and associates alike. He was a member of *Local Harbor No. 1*, *Marine Engineers Beneficial Association*.

Mr. Gow was married, in December, 1895, to Miss *Ida Schlotzer*, of *Buffalo, N. Y.*, where she still resides.

CAPTAIN JOHN W. COCHRANE is a son of Capt. Robert and Ellen (Smith) Cochrane, and was born in *Oswego, N. Y.*, on December 4, 1844. His parents were natives of Scotland, his father being born at *Saltcoats* in 1807, and his mother, who is living in *Milwaukee*, at *Stevenston* in 1812, her longevity being good evidence of the fine old stock from which the family derives its vitality. After sailing the ocean in all latitudes, the father, Robert Cochrane, came to the United States, first locating in *New York*, where he became a reliable pilot. His wife soon joined him, and in 1834 they went to *Oswego, N. Y.*, where they located, and the Captain became a trusted master in the employ of *Pardee & Carrington*, and sailed many of their finest vessels, bringing out new the schooner *Ireland* and *Scotland*. He was considered one of the most fortunate and successful masters on the lakes in those early days, and in the spring of 1844 was appointed master of the propeller *Van-*

dalia, owned by Capt. John Doolittle, and notable as being the first screw-propelled steamer on the lakes, sailing her two seasons, afterward becoming master of some of the largest steamers. He was the first man to fit rigging on vessels in *Chicago*, that work having been done in *Buffalo* prior to this date. During the winter he sailed as pilot out of *New York harbor*, as did also his two brothers, David and Alexander. He died in 1856.

Capt. John W. Cochrane, the subject of this sketch, was educated at the public schools of *Oswego*, and profited by every opportunity his school life afforded, and has since been a close reader on a broad range of subjects, thus becoming a well-informed man. He served a short apprenticeship to the blacksmith's trade, but that not being to his liking he left it when he was sixteen years of age and shipped before the mast on the schooner *G. D. Morris*, with Capt. James Carroll, followed by a season in the schooner *Phalloppe*, with Capt. William Porter, and the brig *City of Erie*. In the spring of 1865 he became second mate of the schooner *Ben. Flint*, commanded by his brother David, and the next season was promoted to the office of mate, holding that berth two seasons; and was also mate of the schooner *Parker*, as well as mate and master of the schooner *A. J. Mowrey*. In the spring of 1869 Captain Cochrane was appointed master of the brig *Montezuma*, and the next two years he sailed the scow *Nellie Church*, engaged in the *Lake Michigan* lumber trade.

It was in 1872 that Captain Cochrane turned his attention to steam, being appointed master of the steamer *Hilton*, obtaining command of the passenger steamer *Jacob Bertschy*, plying between *Milwaukee* and *Manistee*, *Pentwater* and *Ludington*. He sailed her until August 1875, when the steamer *City of Cleveland* came into the company, and the Captain was appointed master of her, sailing her until January, on the same route. In the spring of 1876 Captain Cochrane purchased a quarter-interest in the steamer *Colin Campbell*, and sailed her with good business success until

1889. During the winter of 1888-89 the steamer Marion was built to his order, the Captain superintending the construction. She was named in honor of his charming daughter, who christened her, but who takes more pride in her father's many good qualities than she does in the steamer Marion, which is 1,206 tons burden, and an excellent business boat, the Captain having sailed her up to the close of the season of 1898; during the winter months, however, he has taken command of one of the F. & P. M. passenger steamers.

Capt. John Cochrane has been an upright and honored citizen of Milwaukee, and is a large-hearted and noble-minded man. In business he adheres strictly to the golden rule, and having made his own way in the world and attained a good measure of success, has a kind word for others less fortunate. In social life he is affable, benign, and companionable. He is a member of the Ship Masters Association, and carries Pennant No. 482, and has been elected to the presidency of the Milwaukee lodge. He is also a Royal Arch Mason and a member of the Council.

Captain Cochrane was wedded to Miss Catherine Flaharty, of Milwaukee, on March 4, 1868. The children born to this union are Robert E., who is studying medicine at McKillop College, Chicago; Marion Eleanor, a graduate of St. Mary's College; Williard D., a graduate of the Milwaukee public schools, and now in the employ of the Allis Manufacturing Company; and Geneva Margaret, who is at home attending school. Although Mrs. Cochrane passed to her final reward April 26, 1897, the Captain's home life is a pleasant one, his daughter Marion taking the mother's place in all essentials. The homestead is pleasantly situated at No. 450 Greenbush street, Milwaukee, and the comforts and luxuries give token of the intelligence and refinement of the occupants.

WILLIAM PHILLIPPIE, who was born at Buffalo, N. Y., December 14, 1866, is a son of George W. and Elizabeth (Hennessey) Phillippie. His mother is a native of Ireland, and his father (a sketch of whom appears elsewhere), an old-time tried en-

gineer on the lakes, was also born at Buffalo.

Our subject attended Public School No. 33, in the city of his birth, and at the age of fourteen started work as a brass finisher, at which trade he was employed for about eight months. He then entered the King Iron Works, where he was employed about four years learning the machinist's trade. In 1885 he commenced steamboating as oiler on the Syracuse, which position he retained during all of that and about half of the next season, when he received his first issue of papers as second engineer of the Badger State, finishing the season on her. The seasons of 1887-88 he was second engineer of the A. P. Wright, and the following one, 1889, of the Philadelphia. He was chief of the Wissahickon in 1890, and for the season of 1891 second of the Philadelphia one trip, and the Northern Light three trips, when he was appointed chief of the Northern King, finishing that season and all of the next on her.

In 1893-94-95 he remained ashore, working in the Lehigh Valley machine shops, but returned to the lakes in 1896 as second of the Gladstone, remaining on her until July 28, when she was laid up at Cleveland. Mr. Phillippie returned to Buffalo and shipped as second assistant of that fine passenger boat, the North Land, remaining on her until the close of her season in September, when he went on the George Stone as her second, laying her up on the 12th of December. Mr. Phillippie has eleven issues of license, and for the season of 1897-98 was engaged as chief on the Sevona.

In January, 1892, Mr. Phillippie was married at Buffalo, to Miss Bridget Glenn, of that city, and they have one child, Alice. They reside at No. 111 Smith street, Buffalo. Socially he is a member of the Marine Engineers Beneficial Association, Local Harbor No. 1, Branch No. 98, C. M. B. A.

WILLIAM WHITNEY GRANT, deputy collector of customs at the port of Conneaut, and a prominent and enterprising citizen of that place, as was his father and grandfather before him, is a courteous gentleman

of good business qualifications and a genial companion. His connection with affairs maritime does not consist alone by virtue of his office of collector, as he was a sailor before the mast, a marine engineer and surfman in the United States Life Saving Service. He is the son of James and Sarah (Guthrie) Grant, and was born on his father's farm in Conneaut township, the northeast corner of Ohio, on August 16, 1855, and is a grandson of Whitney and Clara (Calender) Grant, natives of New England. They moved west and located in Port Hope, Ont., where the father, James, was born; the mother being a native of Springfield, Pennsylvania.

After a residence of about two years at Port Hope, the grandfather removed with his family to Conneaut, Ohio, and was numbered among the pioneers of that hamlet. He was appointed keeper of the lighthouse at that port when it stood upon the east pier, retaining that office several years. He sailed as engineer on some of the old-time steamers, notable among them being the first steamer on Lake Erie, the Walk-in-the-Water, of which he was second engineer, his cousin, Brock Grant, being chief. During his residence at Conneaut he acquired, by industry and thrift, a valuable farm and other property. Both he and his wife died at Conneaut Harbor.

The father, Capt. James Grant, was a ship-carpenter and builder, and worked in shipyards at Cleveland and Erie. He was also master and owner of several vessels, among them the schooners Venture, Caroline and others, the Caroline being his own individual property. He sailed on the Traveler, Telegraph, brig Lucy A. Blossom and Banner; also schooners Nightingale, North America and Cascade. He helped to build the Kate Gillett, Richards and Ogaritta. After engaging in the fishing business out of Conneaut for several years, he retired with good village property, to which he devoted much of his time. He passed to the eternal mooring ground on August 23, 1890, the wife and mother following on November 16, 1893.

William W. Grant, the subject of this sketch, improved the opportunities he had

for acquiring a liberal public-school education until he reached the age of eighteen years, sailing some in the meantime, however, as cook on the little schooner Caroline, owned by his father, and E. Keyes. In the spring of 1875 he shipped before the mast on the schooner John Fretter, with Capt. Z. L. Wood. During the next three years, in addition to the attention he paid to mercantile interests, he studied mechanical engineering, and applied to Thomas Fitzpatrick for a license as engineer, which was granted, and he was appointed to the fishing tug Eliza Williams. In the spring of 1879 he joined the Thunder Bay Island Life Saving Crew as surfman, and remained there two seasons, during which time he assisted in making some daring rescues, among them the crew of the schooner Empire State, Capt. Archie McHenry. The schooner, in the fall of 1880, ran into a northeaster and stranded on North Point reef and broke in two. The schooners Sunnyside and Charles Hinckley went ashore at the same time. Mr. Grant and two men, who were out with the supply boat after provisions, realizing the peril of the crew of the Empire State, put off to them and succeeded in saving their lives, eight all told, and landed them at Alpena. The next year Mr. Grant was transferred to the life saving station at Fairport, Ohio, and in the spring of 1882 went as engineer in the fishing tug Grace and Ella.

In 1883 Mr. Grant was appointed engineer of the new fishing tug Pearl, built at Erie and operated out of that port. The rest of his active life on the lakes was passed as engineer of the tugs Minna, Wilcox, Lyon and Ruby, and master of the schooner Venture. In 1888 he opened a store in Conneaut Harbor, and engaged in mercantile pursuits, with good business success, adding steadily to his income, until April 4, 1894, when he was appointed deputy collector of customs at the port of Conneaut. Socially, he is a member of the order of the Knights of Pythias.

Mr. Grant was wedded to Miss Lydia E., daughter of Paul and Caroline (Jones) Jones, of Conneaut, formerly of Westfield, the marriage ceremony being performed on

October 10, 1886. One daughter, Ruby May, has been born to this union. In addition to the family homestead, which is situated at No. 190 Broad street, Mr. Grant owns other improved real estate.

WILSON DE HART is an experienced engineer on river steamers, especially on passenger boats. He was born on a farm near Patriot, Ind., and is a son of Simon and Mary (Graham) De Hart. His father was a farmer and stock dealer. Our subject had seven brothers and three sisters, and attended the district schools until he reached his eighteenth year. He then went to Cincinnati to learn the machinist's trade, entering the employ of the Lane & Bentley Co., on Water street, but owing to ill health he remained with that firm but eighteen months.

Mr. De Hart then shipped on the ferry boat Kenton, plying between Cincinnati and Covington, Ky., as striker, holding that berth about fifteen months. He then joined the side-wheel passenger steamer Bonanza as cub engineer, and after three weeks was advanced to the position of assistant engineer and learned to handle. In 1882 he shipped as striker on the side-wheel passenger steamer City of Madison, running between Cincinnati and Louisville, Ky. His next boat was the Andy Baum, a side-wheel passenger steamer, plying between Cincinnati and Memphis. That spring while she was lying at the foot of Price's Hill, in the west end of Cincinnati, a flood left her on the river bank about fifteen feet above the water. A second flood, which occurred three weeks later, raised her off the bank and she floated as well as if she had never been out of water.

In the spring of 1884 Mr. De Hart joined the side-wheel steamer Ben Franklin, plying between Cincinnati and Louisville, remaining on her six months, when the boat was condemned by the inspectors and laid up. He then visited his home in Patriot, and while engaged in repairing a traction engine of a threshing machine fractured one of his legs, disabling him for about two years. On returning to Cincinnati he shipped on the passenger steamer

Fleetwood, and after five months took out his second engineer's license at Louisville. He left his boat at that place and returned to Cincinnati and took the position of second engineer on the steamer J. C. Kerr, plying between Marysville, Ky., and Cincinnati. In the spring of 1887 he transferred to the J. H. Hillman as second engineer. He then joined the Henry De Bus, a towboat running between Cincinnati and New Orleans, and after three months he changed to the passenger steamer Scotia, plying between Cincinnati and Pittsburg. His next boat was the General Pike, on which he remained four months. He then took out a station-engineer's license and stopped ashore.

In July, 1888, Mr. De Hart went to Toledo, Ohio, and was appointed second engineer of the side-wheel pleasure steamer Pastime, plying between Toledo and Perrysburg, Ohio. At the close of the pleasure season he returned to Cincinnati and joined the passenger steamer Golden Rule, running between that city and New Orleans. After making one round trip on her, she burned at the wharf in Cincinnati. Six lives were lost and all of the effects of the crew. He then shipped on the City of Madison, but after a short time he stopped ashore and put up an asphalt plant on Water street for the Trinidad Asphalt Company, and engineered that until the spring of 1892, when he returned to Toledo and was again engaged as chief engineer of the steamer Pastime. In the fall he again went to his home on the Ohio river and took charge of a heating apparatus in the Frank building. The next five years were passed between Toledo and Cincinnati—in 1892 as chief of the Pastime, and in charge of the heating apparatus in Cincinnati; 1893 as chief of the Pastime and second on the steamer Crown Hill, on the Ohio river; 1894, chief of the Pastime on the Maumee.

His next boat was the stern-wheel steamer Longfellow, and when making his third trip in her she struck the Chesapeake & Ohio railroad bridge, broke in two, and sunk in five minutes. Ten lives were lost in this disaster, including Captain Carter, who had sailed the boat seventeen years, but had just been superseded and was acting as clerk.

Mr. De Hart then shipped on the steamer John K. Speed, and in May returned to the Toledo as chief of the Pastime. At the close of the pleasure season he removed to Bellevue, Ohio, and ran a harbor boat of that name, after which he transferred to the F. J. O'Connell and Henry De Bus, respectively. In 1896, after the usual season on the Pastime he returned to the Ohio and was made chief engineer of the harbor steamer John Mackey. In 1897 he was again employed as chief engineer of the popular pleasure steamer Pastime. He is a member of the Stationary Engineers Association at Cincinnati.

Mr. De Hart was united in marriage with Miss Bertha Miller, of Toledo, Ohio, in 1893. The family residence is at No. 912 Gest street, Cincinnati, but during the time Mr. De Hart is on the Pastime they reside at No. 214 Oak street, Toledo.

CAPTAIN JOHN M. MITCHELL, who served in the United States navy during the war of the Rebellion, and has for many years been a courteous and popular master of passenger steamers plying on Lake Michigan, was born in Rochester, N. Y., October 1, 1846, a son of William and Rose (Conway) Mitchell, the former a native of Queen's county, Ireland, the latter of the city of Armagh, of that country. Their respective families came to the United States about the same time, one locating in Rochester and the other in Lewiston, N. Y., the paternal grandmother dying at Rochester, N. Y., at the extreme old age of one hundred and six years.

When our subject was a lad of seven years the family removed to Buffalo, N. Y. In June, 1857, he began his career on the lakes as cabin boy on the schooner Cairo with Capt. W. P. Bryan, his brother-in-law. The next season he shipped with the same captain on the schooner Vernon, remaining on her two seasons, with the exception of the short time he was on the Racer. On September 9, 1862, Captain Mitchell enlisted in the United States navy, went to Boston, and was received on the old guard ship Ohio, then used by the government as a receiving ship, and after the

necessary gun practice was transferred to the full-rigged frigate Sabine. During the time he was on the Sabine she was engaged in cruising for Confederate privateers and blockade runners, and visited the waters of the Azores, Canaries, Cape de Verde—the localities made historic thirty-five years later by the operations of the American and Spanish fleets—also St. Helena and Cape Town. While in the navy Captain Mitchell served under Commodore Cadwallader, Ringgold and Lieutenant Kelley, the last named officer being killed during the naval engagement at Mobile, Ala. On one occasion, while on a stern chase after a suspicious looking vessel, the Sabine fired forty-four shots, all of which fell short of the mark but the last, which passed across the decks of the stranger, and she hove to. She proved to be the bark Leo, hailing from Bath, England. On discovering her nationality the commander of the Sabine advised her skipper to proceed on her voyage, telling him that he was only doing some target practice. Captain Mitchell was honorably discharged from the navy September 9, 1863, at Provincetown, Cape Cod, where he with others reported that their term of enlistment had expired, as was customary. He then returned to the lakes, two of his shipmates—Andrew J. Kirk and Adolph Vincent—going with him, and again took up his line of duty on the Racer.

In the spring of 1864 Captain Mitchell was appointed master of the schooner Pacific of Erie, owned by E. F. Freer, who had also been in the navy. That fall she broke away from the pier and drifted on the beach. The next season he shipped as mate on the brig David Ferguson, and remained on her until October, when he was appointed sailing master of the schooner R. N. Brown. She took a cargo of black walnut lumber from Toledo to Boston by way of the St. Lawrence canals. On November 27, while off Nova Scotia, a living gale sprang up, which lasted four days, blowing the schooner out of her course, but she finally made her port of destination. The Captain passed the winter months up to this period on the Mississippi river. He

sailed as mate on the schooner *Eliza Logan* in 1866, and the next season went to South Haven, Mich., in the employ of Captain Bryan, who had purchased some vessel property. In April he transferred the *Rose Douseman's* rigging to the *George L. Seaver*, at Chicago. In the spring of 1868 he went to Detroit and took command of the schooner *Caledonia*, and later on transferred from one schooner to another until 1874, when he was appointed master of the *Harmonia*, which was sold under him in July. He then turned his attention to steam vessels, shipping as second mate on the *Huron* with Capt. Robert Jones, of St. Joseph. The next season he was mate of the same boat with Captain Elton, plying between Holland, Saugatuck, South Haven and Chicago. In the spring of 1876 he was appointed master of the *Huron*, and sailed her until she was taken out of commission, after which he was master of the steamer *Riverside* on the same route. In 1878 he sailed the steamer *Metropolis*; 1879 the *Grace Grummond*; 1880 the *T. S. Faxton*; 1881 the *Grace Grummond*, and then stopped ashore the next season for a well-earned rest.

In 1883 Captain Mitchell went to Buffalo and purchased the passenger steamer *Huntress*, and sailed her; then became master of the steamer *Grace Grummond*, which he held to the close of the season. In 1885 he chartered the steamers *A. J. Wright*, *Cyclone*, *City of St. Joseph*, and *Gazelle*, for passenger traffic during the World's Pastime Exposition at Chicago, having contracted to furnish transportation to that city. During the season of 1886 he sailed the side-wheel steamer *Saginaw* in the excursion business out of Chicago. The next season he took the same steamer to Toledo, and plied her between that port and Presque Isle. In 1888 he was elected superintendent of Presque Isle Park, a pleasant summer resort, which he conducted with good business success for four seasons, meanwhile, during the winter months, traveling for a firm which manufactured alabastine.

In 1892 he built the stern-wheel steamer *Valley City*, to ply on Grand river between

Grand Haven and Grand Rapids, and sailed her, going the next year as master of the steamer *Wilson* on the route between Sheboygan and Mackinaw; in 1894 he sailed the steamer *Grand Island*, and in 1895 the *Harvey Watson*. During the seasons of 1896-97 the Captain sailed the passenger steamer *Music* out of Holland, Mich., to various summer resorts. In the spring of 1898 he was appointed master of the passenger steamer *City of Holland*, plying between Holland and Chicago, and it is interesting to mention here that it was Captain Mitchell who first suggested and carried out on the steamer *Riverside* the advisability of placing the names of minor ports before that of Chicago on the various passenger steamers, in order that travelers might then more readily find the steamer they wanted to take passage on. This departure has now been generally adopted by the transportation lines out of Chicago. Socially, the Captain is a charter member of *Zach Chandler Post No. 35, G. A. R., Department of Michigan*, and a charter member of *Calumet Council No. 24, Royal League, of Chicago*.

Captain Mitchell married Miss Bertha S., the daughter of Samuel A. and Harriet N. (Faunce) Bagnall, of Buffalo, N. Y., formerly of Plymouth, Mass. The family residence is in Holland, Michigan.

CAPTAIN CHARLES THOMPSON, of Ludington, Mich., master of the *F. & P. M. No. 3*, is one of the younger lake captains on the Great Lakes, and has risen by slow but steady promotion through almost all the grades of marine service. He is preeminently a self-made man, owing his responsible position solely to his own faithful and efficient services.

He was born in Bradford, Penn., March 12, 1861, the son of George W. Thompson. The father was a native of Clarrington, Forrest Co., Penn., on the Clarion river. He was a soldier during the war of the Rebellion; at the close of which he engaged for a number of years in the oil business at Bradford, and there died when our subject was a lad of twelve years. Charles had up to this time received a good elementary educa-

tion, but his school days ended with the death of his father. He went to Buffalo, and thence reached Chicago on the steamer Cuba, arriving June 24, 1874, and, when but a boy of thirteen years, he began his career on the lakes.

In 1895 he entered the service of the F. & P. M. as mate of No. 4, and in October of the same year was appointed captain of the F. & P. M. No. 1, and when she was sold by the company he became master of No. 2, serving until February 1, 1897, when he was made captain of the F. & P. M. No. 3, this boat plying between Milwaukee and Ludington on schedule time.

Captain Thompson lives, with his wife, in a pleasant home at Ludington, and is esteemed as one of the most reliable and substantial men on the lakes.

FRANK DRESBACH, chief engineer for the Brunswick-Balke-Collender Company, located on Market and Huron, Sedgewick and Superior streets, Chicago, is a native of Minnesota, born September 15, 1863, in Dodge county. He is a son of M. R. and Louise (Fulton) Dresbach, the former born in Pennsylvania, and the latter in New York. They are well-to-do farming people, and early settlers in Dodge county, having a fine farm there, whereon they are still living.

Our subject was reared and educated in Dodge county, Minn., thence removing to Minneapolis where he learned the trade of machinist, which he followed for a time in that city. In 1886 he came to Chicago, and for a time worked on West 12th street for Greenlee Bros., going from there in 1888 on the lakes. He first began sailing from Chicago on the old steamer Peerless as oiler, and then filled a similar position on the Tuscarora, after which he was third engineer on the steamer Seneca. On this vessel he remained part of a season, then became second engineer on the steamer Jay Gould, finishing the season on her. During a portion of the next year he was second engineer on the steamer Fred Mercur, of the Lehigh Valley line, finishing that season as second engineer of the City of Genoa. Next season he was second engineer on the Parks Foster, being with that

vessel until June 20, 1893, when he left the lakes, and became night engineer in the New York Life building, Chicago. From there he went to the "Wellington Hotel," same city, as night engineer; later returned to the New York Life building, and remained there until his appointment to his present position with the Brunswick-Balke-Collender Company.

On June 18, 1895, at Rockford, Ill., Mr. Dresbach was married to Miss Lena Spencer, and to them has been born one daughter, Florence Elizabeth. Mr. Dresbach is a member of the M. E. B. A. No. 4, and of the Progressive Engineers Association. In politics he is a Democrat.

ROBERT CRAIG was born March 17, 1849, at Sligo, Ireland, and at the age of seventeen years came to Stratford, Ont., where he lived until 1863 when he came to the United States.

In 1864 he enlisted in the army. He served in the Eleventh Michigan Cavalry, and was wounded December 16, 1865, at Marion, Va., and at the present time is drawing a pension from the government. In 1870 he returned to the lake region and began marine life, to which he has since devoted his time and attention, his first experience being on the tug Sampson, upon which he served two years as fireman, afterward serving in the same capacity, and for the same length of time on the J. W. Jenness. He then went to Windsor, Ont., and February 17, 1873, was married to Miss Elizabeth Cronin, of that place.

He entered the employ of the Grand Trunk railroad in the capacity of a car repairer, after which he was employed by the C. P. railroad two years as fireman. He then came to the Hope, of the Detroit, Belle Isle and Windsor Ferry Company, and soon afterward to the Victoria, of the same line, where he still remains in the capacity of second engineer.

To Mr. and Mrs. Craig six children have been born: Joseph, who is an iron worker in Detroit; Robert and Noble, who are in school; and William, David and Margaret.

Robert Craig is one of the nine children born to Joseph and Margaret (Reid) Craig,

natives of Ireland, the former of whom died May 9, 1871, and the latter is still living at Kinmundy, Illinois.

CAPTAIN FRANK D. OSBORN, master of the steamer *Badger State* for the season of 1896, was born in Berrien county, Mich., where he remained upon his father's farm until thirteen years of age, and attended school in the vicinity. He is a son of Deloss and Elizabeth (Simpson) Osborn, the former having lost his life by drowning in a river in California in 1862, while prospecting for gold, his wife dying in the same year. There were three children in the family: Frank D. (our subject), Ezra, eastern agent for the Live Poultry Transportation Company, at Hoboken, N. J.; and Mary, wife of John Farley, residing at Cedar Rapids, Nebraska.

Captain Osborn, who was left an orphan when about seven years of age, was compelled to shape the course of life for himself. He began sailing as cabin boy on the schooner *Skylark*, Capt. H. K. Langley, out of St. Joseph, Mich., in the trade between that place and Chicago. He was next cook of the schooner *Lizzie Doak*, and altogether was about five seasons on sail vessels. In 1875 he first entered the service of steamers, being wheelsman of the *S. D. Caldwell* that season, between Chicago and Sarnia, and the succeeding season he shipped out of Detroit as wheelsman of the passenger steamer *Benton* in the trade between Cleveland and Saginaw. After a period of four years in the West he again returned to the lakes and shipped out of Chicago as wheelsman of the *Roanoke*, remaining that season (1881) and until the following June, when he changed to the *H. D. Coffinberry* on the same berth. The season of 1883 he remained on shore, but the next season was wheelsman of the passenger steamer *India*. In the spring of 1885 he was appointed to second mate's berth on the *India*, which he filled until July 6, 1886, when he changed to the same berth on the steamer *William Stevenson*, then new, thus closing the season. The first three trips of the steamer *Arizona*, of the Anchor line, for the season of 1887, were

made with Captain Osborn as her second mate, after which he was on mate's berth until the close of the season. For the respective seasons of 1888-89 he was mate of the *Annie Young* and *China*, and was also on the latter during 1890. During the season of 1891 he was mate of the *Winslow*, remaining as such until she burned at the dock at Duluth, where she was loaded with general merchandise. The fire took place at noon on a day in October, and she burned to the water's edge, a total loss, in two hours' time.

In 1892 he was made master of the steamer *India*, and so remained until she stranded on the reef at Erie, about the middle of the season of 1893. From August of that season until the close of 1895 he was mate of the steamer *Vanderbilt*, during which season she collided with the steamer *Mark Hopkins* in Hay lake, the latter vessel sinking, but having since been raised. The *Vanderbilt* was bound up the lakes with a load of general merchandise, and the *Hopkins* down with iron ore. For the season of 1896 he was mate of the steamer *Badger State* until September 13, when he was promoted to master's berth, in which he remained for the season of 1897.

Captain Osborn was married in Buffalo in 1882 to Miss Mary Holland, by whom he has seven children: William, John, Deloss, Mary, Eliza, Flora and Emma. The family residence is at North Tonawanda, New York.

CAPTAIN CHRISTOPHER C. ALLEN, one of the most prominent shipmasters sailing out of the port of Cleveland, and a man of fine physique and good presence, was born October 1, 1846, in Amherstburg, Ontario, a son of Christopher C. and Mary Julia (Burk) Allen. The father was a native of England and, coming to America, landed in New York, finally locating in Amherstburg, Ontario, where he met his future wife. When our subject was four years old his father died, and he passed under the guardianship of his uncle, who, although a kind-hearted man, believed in positive methods, and in 1856 bound young Allen out to learn the shoemaker's trade. Two



C. C. Allen

years later the uncle died, and the nephew at once forsook the awl and last, and the marine interest gained a typical sailor and a future steamboat captain of the first class.

Located as he was at Amherstburg, witnessing the passing and repassing of vessels, the lakes and rivers, with their many voices, enchanted the youth, and he took ship and went out to their waters and their freedom. We therefore find him, at the age of twelve years, aboard the scow *Idea* in the humble capacity of cook. The crew consisting of but two men, he also took his turn at acting mate. His next birth was before the mast on the scow *Mary Ann*. In the spring of 1859 he shipped on the steamer *Pearl*, plying between Detroit and Amherstburg, as wheelsman and porter, holding this composite berth four years. His next berth was before the mast on the schooner *C. N. Johnson*, but on his arrival at Buffalo he left her, returned to Detroit and shipped on the schooner *Radical*, where he remained until the fall of 1865. The next season he went to Chicago and shipped in the schooner *Traveler*, transferred to the *Lone Star*, and made the last trip of the season in the *J. F. Joy*. In 1867 he went before the mast in the schooner *St. Andrews*, was promoted to the position of mate, and closed the season on the steamer *Dove*. The next spring he joined the tug *Zouave* as wheelsman, soon after transferring to the steamer *Reynolds*. He then entered the employ of the Northwestern Steamboat line as lookout on the steamer *Colin Campbell*, and in the spring of 1870 he came out on the new steamer *R. J. Hackett* as lookout; the following season he served as mate; and in 1873 was appointed master and sailed her continuously for fourteen years.

In the spring of 1887 Captain Allen entered the employ of the H. H. Brown Steamship Company as master of the steel steamer *C. J. Sheffield*, which he sailed until June 15, 1889, when his boat came into collision with the steamer *North Star* on Lake Superior, the *Sheffield* getting the worst of the encounter. The crew were all taken aboard the *North Star* as the *Sheffield* went down. Captain Allen then made a

round trip between Saginaw and Marquette, as master of the steamer *City of Cleveland*, and was then recalled by the Brown Company to superintend the construction of the fine steel steamer *Castalia*, of which, on her completion, he was appointed master, and which he has sailed successfully up to the present time, laying her up in Cleveland on December 22, 1898, and is billeted for next season. Captain Allen is recognized as one of the most skillful steamboat men on the lakes, and is possessed of good business qualifications. Socially he is a member of the Independent Order of Odd Fellows, the Ancient Order of United Workmen, and the Knights of the Maccabees. He also belongs to the Ship Masters Association and carries Pennant No. 577.

On September 20, 1870, Captain Allen was united in marriage with Miss Mary King, of Amherstburg, Ontario, and nine children, five sons and four daughters, have been born to them; two others died in infancy. The family residence is at No. 195 Taylor street, Cleveland, Ohio.

CAPTAIN THOMAS MEIKLEHAM, of the B. W. Blanchard, chartered by the Clover Leaf line for the season of 1897, is a native of Canada, having been born at Brampton, Ont., November 10, 1859. He was one of the three sons of James and Mary Meikleham, another, William, also being connected with steamboating as an engineer.

Captain Meikleham began sailing when seventeen years old, serving as watchman on the propeller *Ouebec* for one season, and the four seasons following was wheelsman on the river tugs *Oswego* and *Swain*, being on each two seasons. His next season was spent before the mast on the schooner *Venus*, and the succeeding two as second mate on the *Manistique*, and then on the *Schoolcraft* in the same office for one season; the *Atlantic* one season as second, and the three following as first mate, after which he served as master of the *Flora*, a side-wheel passenger steamer, for three seasons; and transferring to the *Depere*, was her master one season, and for the past five seasons, including 1897, has sailed the B. W. Blanchard. Captain Meikleham has been out in

some very heavy seas, but has never, during his career of over twenty years on the lakes, been in a wreck of any kind, which must be attributed as much to his efficiency as a master sailor, as to his good luck. He is a member of Harbor No. 43, American Association of Masters and Pilots, and of Detroit Lodge No. 2, Monroe Chapter, and Monroe Council, F. & A. M.

The Captain was united in marriage to Miss Mary Burns, of Detroit, and they reside at No. 641 West Washington street, Toledo, Ohio.

CAPTAIN ROBERT N. BAILEY, one of the family of five sons and five daughters of Alfred and Caroline (Brush) Bailey, and the only one who has in any way become identified with navigation of the Great Lakes, was born at Amherstburg, Canada, November 12, 1854.

When twenty years of age he commenced tugging at Detroit on the Oswego, which he wheeled for two seasons, and was also on the Swain in a like capacity for same length of time, after which he was appointed master of the City of Dresden, and sailed her two seasons. The following four seasons he was back again on the Swain as her mate, after which he divided one season on the tugs Gladiator and John Owen. In 1892 he sailed as second mate on the passenger steamer Depere, and in 1893 shipped as first mate to Captain Meikleham on the B. W. Blanchard, which berth he has filled continuously ever since, including the season of 1897. Captain Bailey is a member of Toledo Harbor Masters and Pilots Association, and makes his home with Captain Meikleham at No. 641 West Washington street, Toledo, Ohio.

CAPTAIN WALLACE A. PRESTON, of St. Joseph, Mich. For nearly a third of a century, Captain Preston has been at the head of one of the industries of that city, and which he continues to direct, and of which he is the owner, namely, the Champion Planing Mill, with which is connected a large lumber yard, and where is extensively carried on the manufacture of building materials. He has but recently retired from

the office of mayoralty of that his native city, the duties of which office he performed to the satisfaction of his fellow-townsmen, and with credit to himself.

He descended from one Joel Preston, of Puritan stock, who was a native of Massachusetts, and served in the Revolutionary war. Our subject's parents were Fowler J. and Ann Jennette (Loomis) Preston, born in Massachusetts. Fowler J. Preston was a builder and contractor, and settled in St. Joseph in 1829; a man of energy and force of character and determination, he was a useful citizen and one of prominence in the early history of the village. He became the first sheriff of Berrien county, and at his death, which occurred November 30, 1843, he was mourned as a public loss. His widow passed away February 20, 1892, at St. Joseph, on the eightieth anniversary of her birth. She was generous and kind, a worthy helpmate, and her highest ambition seemed centered in her own family, being always attentive to the care of her children and their welfare.

Our subject was born in St. Joseph, October 22, 1842, and here grew up, receiving only a limited education; as he was left fatherless when an infant, he had to do early for himself. He early evinced a love for the water, and when but thirteen years of age went sailing on the Kingfisher, a small fishing schooner that was engaged in the fishing trade about St. Joseph. For a time he clerked in a store, but, with little exception, he sailed the lakes until the fall of 1862, when possessed of that patriotism that led his paternal grandfather to battle for his country, young Preston went to New York City, and entered the navy, serving throughout the war. He was assigned to the steamer Proteus, commanded by R. W. Shoefelt, who had a roving commission, allowing him to go anywhere, as he was after the blockaders. They were in the East Gulf squadron, with headquarters at Key West, Florida.

Some of the principal boats on which young Preston sailed before the war were: before the mast on the Experiment, a freight schooner, that was in the trade between St. Joseph, Chicago and Milwaukee; the Rob-

ert B. King, a lumber schooner on Lake Michigan; the Belle Stevens; the Minnehaha, a grain vessel running from Chicago to Oswego; the Thomas B. Kingford and the Persia, both grain vessels, in the Chicago and Oswego trade; the Melvina; the schooner Sr. Wm. Wallace; and the William Tell, the last two being in the lumber trade between Chicago and Muskegon. After the war Captain Preston bought and sailed the schooner Fish Hawk, the principal business of which was between St. Joseph and Milwaukee. He sailed on these vessels in different capacities, from before the mast, all along the line until he became captain.

On January 18, 1875, Captain Preston was married to Miss Mary E., daughter of William P. King, of Benton Harbor, and a native of Berrien county. To this union have been born the following children: William W., Loomis K., Maude E., Arthur G., Nathan E. and John D. Mrs. Preston is identified with the First Congregational Church.

Captain Preston has long been identified with the business interests of his native city, where he is highly esteemed as a citizen and public servant, having variously served the people, and has been closely identified with the city's growth and progress. He was for two terms treasurer of the city; in 1880 was president of the village, and in 1893 was chosen mayor. He was a member of Pomona Lodge No. 281, F. & A. M., and is a member of Burnett Lodge No. 119, I. O. O. F.

CAPTAIN RILEY M. BURRINGTON, it would seem, was predestined to become a lake sailor, and since reaching the age of ten years he has devoted himself to that avocation, rounding out a period of half a century in active duty on shipboard, filling all berths, from the humble place of boy cook to that of owner and master. He was born at Painted Post, N. Y., December 22, 1838, and is the son of Leander and Laura (Walker) Burrington. His mother comes of a sailor family, being a sister of Captain Walker, so frequently mentioned in marine historical reminiscences as master of the notable steamer Great Western,

and to whom the honor of building the first upper cabins on lake passenger steamers belongs.

Captain Burrington's school days were limited, and his first experience as cook was on the little sloop-rigged scow Eagle, with Captain Ames, after which he found employment, in different capacities, on various tugs, plying on the St. Clair river, notably the Romeo, until the spring of 1855, when he became master of the side-wheel tug Undine, he being but seventeen years of age at the time. It should be mentioned that this was before the government required that masters of steam tugs should be in possession of license. Had the Captain taken out his license at this time in his career, and kept taking it up regularly, he would have now his forty-second issue; as it is, he has thirty-eight, perhaps the highest number on record.

In the spring of 1856 the Captain came out as master of the steamer Columbia, but closed the season as second mate of the steamer Sam Ward, with Captain Fish. The next two seasons he sailed as mate on the steamer Magnet with Capt. George Stewart and Capt. M. Smith, respectively. From this time Captain Burrington prospered. In the spring of 1859 he was made mate of the propeller Buckeye; 1860 mate of the James Eagle, but before the close of the season he purchased the schooner Island City and sailed her; 1861 he rebuilt the steamer Ocean, transferring her into a barge, and sailed her.

In 1862 Captain Burrington purchased the side-wheel steamer Union, and operated her as a tug on St. Clair river, selling her to P. J. Ralph at the close of the season. In 1863 he bought the steamer Wave and sailed her two seasons, and after selling her he bought the tug H. B. Clinton. His next boat was the passenger steamer Lake Breeze, which he put on the shore route, and sailed her one season, when he sold out and was appointed master of the passenger steamer Eighth Ohio, which was operated on the same line. He then purchased the tug Relief and sailed her. During the season of 1872-73 he was master of the propeller Evergreen. In the spring of

1874 the Captain went to Bay City and entered the employ of Mitchell & Boutell as master of the tug Annie Moiles; transferring to the tug Music the next spring, and operating her three seasons, followed by two on the tug Emerald. In the spring of 1879 he was appointed master of the passenger steamer Cora Lock, but closed the year as captain of the tug L. P. Johnson. His next venture was the purchase of the schooner Georgia, which he sailed that season and sold in the winter. In 1882 he again assumed command of the tug L. P. Johnson. In 1883 he bought the barge Sylvia Morton and sailed her, followed by a season as master of the propeller Almira, with the Sylvia Morton as consort. In the spring of 1885 he again took command of the Sylvia Morton and that fall disposed of her, taking the propeller Dunkirk the next spring. He then chartered a steam yacht and operated her on the Saginaw river as a tug, doing a good business. The schooner Lookout was his next purchase, which he put into the old iron trade on the Saginaw river.

In the spring of 1890 Captain Burrington purchased the schooner Ida Robinson, and after a good season's work he sold her and went to work for Mr. Reed at Sault Ste Marie as master of the steam wrecking scow Ida Burton. In the spring of 1892 he entered the employ of Capt. B. Boutell as master of the rafting tug Ella Smith, transferring into the Peter Smith and C. O. Smith, as occasion required, during the five years he remained with that owner. During the year 1898 he entered the employ of the Michigan Log Towing Company as master of the lake tug Howard. He is a member of the Beneficial Order of Maccabees.

Captain Burrington was united in marriage to Miss Esther Rogers, daughter of Thomas Rogers, of Bay City, Mich., August 9, 1859. The children born to this union are Elizabeth; Ralph R., who is a lumber inspector; and Laura B. The family homestead is near Bay City, Michigan.

CAPTAIN JOSEPH DOVILLE, of Cleveland, was born in Big Sodus, Wayne county, N. Y., in 1842, and acquired his education

there. He was one of a large family, having seven brothers and three sisters, all of whom were born and reared in Big Sodus. The brothers all became sailors, masters and vessel owners.

At the age of thirteen Captain Denville, of this sketch, commenced his career on the Great Lakes, and worked his way steadily upward. In 1859 he was second mate on the schooner S. B. Pomeroy, and the following year was promoted to the position of chief mate, and served in that capacity until the outbreak of the Civil war, when he joined the Union forces as a member of Company G, Eighth Illinois Cavalry, at Chicago. He re-enlisted in 1863 and served throughout the war. He was transferred to the United States navy November 15, 1864, and continued in that department, serving on the Mississippi river until honorably discharged in 1865.

Returning to Ohio, Captain Denville resumed his labors on the lakes. He built a tug at Vermilion named the Ceylon, on which he himself worked daily, and also bought an interest in the schooner Hunter, built by his father and brother in 1863. In 1866 he purchased a small schooner which he sailed for some time, when he sold her to other parties. From this time on Captain Denville was master and owner of several vessels and continued to sail on the lakes until 1889, when he entered the vessel brokerage business, opening an office in Cleveland, and later on retired from business to settle on a farm which he purchased at Jefferson, Ashtabula Co., Ohio, where he expects to end his days.

In the year 1866 the Captain was united in marriage to Miss Lucy Miles, of Vermilion, Ohio, and to them have been born three children, two sons and a daughter: Henry C., Mary Lucille and Francis J. The family reside at No. 248 Waverly avenue, Cleveland, and attend the Congregational Church.

CAPTAIN WILLIAM COTTER, a young officer, who was appointed chief engineer of a steamboat in his second year as a sailor, and master of the same steamer the following season, was born in Titusville, Penn., in

1870. In 1873 he removed with his parents to Cleveland, where he attended a private school, under the tutelage of T. J. Kelley.

After the completion of his education Captain Cotter decided to adopt the life of a sailor, and shipped as lookout on the steambarge Alice Strong, with Capt. D. Henderson. The next season he went as engineer of the same steamer, and in the spring of 1889 was appointed master. In 1890 he was given the steam sandlighter Robert Greenhalgh, Jr., to sail, closing the season on the Protection. He also sailed the Protection the two following seasons. In the spring of 1893 he went to Chicago and shipped as mate on the Monitor No. 104, but remained with her only two trips. He then entered the employ of the Cleveland Tug Company, as master of the Maggie Sanborn, transferring to the Charles Henry, S. S. Stone, N. B. Gates, James Amadeus and L. P. Smith in the order named. In 1894 he sailed the tug J. R. Sprinkle, 1895 the tug John Gregory, 1896 the Ben Campbell, closing the season, however, as night manager of the tug line. In the spring of 1897 he was again appointed master of the tug Campbell. He has eight issues of pilot's license.

Captain Cotter was united in marriage to Miss Catherine Gorry, of Cleveland, January 13, 1896. Mrs. Cotter is a graduate of the Spencerian Business College, and is a rapid and accurate accountant and stenographer.

CAPTAIN EDWARD J. BAKER, of the Florence B., the Detroit river mail boat, was born in Detroit in the year 1870. He attended the public schools there, and after leaving school went on the tug Summer as watchman, and remained there all season. The two following years he was wheeling on the S. C. Hall.

At the age of twenty-one Captain Baker secured his papers as pilot, and was on the S. C. Hall again for four years as second mate. During the early part of the season after which he left the Hall, Captain Baker sailed on the E. G. Lindsay, but was compelled to lay off on account of illness.

During 1894 he made several trips on

different boats, and in 1895 was assistant on the mail boat Florence B., with which he is still connected.

Captain Baker was married three years ago, and has no family. He has always lived in Detroit.

CAPTAIN JAMES EDGECOMB, who is now living retired in Buffalo, was born in that city August 18, 1836, and received his education in her public schools. At the age of fourteen he shipped on the steamer Wolcott and later on the John Owen, running between Detroit and Toledo. In 1850 he went as deckhand on the Arrow, and afterward on the Southerner with his father as mate, serving in that capacity three years. In 1853-54 he worked ashore in Cleveland and the following year was employed on several vessels out of Chicago and Milwaukee. He spent much of his time at first on sailing vessels. The Captain also sailed as mate of the Tonawanda, and as second mate of the Mayflower.

In 1859 Captain Edgecomb obtained master's papers, and sailed on the propeller Nebraska, and then in the Colorado, serving as master of her for four years and as mate for two years. He then shipped as mate on the propellers Blanchard, Newburg and James Fisk, of the Union Steamboat Company, and when the Cumberland, of the Winslow line, was brought out he was placed in command. Subsequently he was transferred to the Raleigh, of the same line, as master, and in 1890 engaged in the service of the Northern Steamship Company as mate of the Northern King, in which he was employed five years. He then became mate of the Northern Light, of the same line, and while he was in this position, the boat, when at anchor in a fog on the St. Clair river, was run into by the steamer Pope, the latter striking the Northern Light on the port bow. The force of the blow carried so far to starboard that on the return roll, as she righted, Captain Edgecomb was thrown from his feet, on the bridge, sustaining several injuries to his side. This accident was the cause of his permanent retirement from the lake, after a career of nearly fifty years. He is one of the few survivors of the old

lake pioneers who sailed the lakes before the rivers were bouyed or lighted. E. A. Dobbins, of well-known life-saving fame, was his personal friend, also Captain Perew, and many other prominent lake captains.

In 1864 Captain Edgecomb was married to Miss Frances Cook, daughter of Dr. Cook, of Ann Arbor, Mich., and they reside at No. 102 Tenth street, Buffalo.

JOHN OADES. At the time of his death, which occurred September 8, 1894, John Oades was the oldest shipbuilder on the lakes. His father was a shipbuilder before him, and was employed by the British Government for many years. His faithful service to the government being rewarded by a grant of land in Canada, he came to this continent to locate, about the year 1824, when John was seven years of age. The father was subsequently drowned, and while still quite young the son entered the shipyard of a relative named Collins, at Oswego, and commenced to learn the trade. Subsequently Mr. Oades established a yard for himself at Clayton, N. Y., where he built about all the steamboats then in service on Lake Ontario, as well as a large number of sailing vessels.

Mr. Oades came to Detroit in the spring of 1865, and was for two years foreman of the Detroit Dry Dock Company. He then associated himself with his son in the well-known yard at the foot of Dubois street, where he assisted in building a great number of boats, the most notable of which was the John Oades, a propeller launched in 1889, and still operated to Lake Superior ports by the Peninsular Transit Company.

Mr. Oades was a rough and hardy sort of man, but highly respected and esteemed by all who knew him. His acquaintance among vessel men was very extensive, and his knowledge of the shipbuilding business was not surpassed by any of his competitors.

WALTER H. OADES, son of the late John Oades, was born at Clayton, N. Y., in 1849, and came to Detroit with his father in 1865. One year later, when but seventeen years of age, he started a small yard

at the foot of Dubois street, and began the building of yawl boats and other small craft. In 1867 he was joined by his father, and their first venture was the schooner W. H. Oades. This little vessel had a disastrous history, being practically burned, together with the shop, after the frame had been erected. The damage was scarcely repaired when she fell down from the keel blocks, continued rains having undermined the supports. After the Oades was launched and put in service, she was sunk, raised and afterward again sunk at Buffalo, then raised and finally sunk at Point Pelee, where she now lies.

Among the many vessels built by Mr. Oades and his father were the following: Propeller, John Oades; schooners, John Burt, the Mineral State, Ganges and Adventure; steamers, Alice Wilds, Shenango (now the Lizzie Madden), Charles Hibbard and Minnie M. The tug Owen was also built at this yard and the steamyacht Lotus, owned in Ogdensburg.

Mr. Oades also built a large number of pontoons for wrecking, and does a great deal of repair work for steam and sail yachts and other small craft not handled in large yards. His plant is well equipped for this kind of work, and his yard headquarters for yachtsmen and owners of pleasure boats.

CAPTAIN AMZA L. FITCH, a patriot and soldier of the war of the Rebellion, retired from active life on shipboard in 1888, and is now in business in Chicago as vessel and insurance agent. He was born on April 12, 1839, in Edinburg, Ohio, and is a son of Hooker M. and Abbie (Lewis) Fitch. The father kept a country store up to the time of his death, which occurred in 1846, when Amza was seven years of age. In 1849 the mother removed to Chicago with her children, where she passed to the better world some years later.

In the spring of 1852 Amza L. Fitch began his career on the lakes, shipping on the brig Banner, as boy with Captain Hayes. The next spring Capt. C. J. McGill succeeded to the command of the Banner, and our subject sailed with him all season, a period which Captain Fitch still remem-

bers with pleasure. In 1854 he joined the brig Sarah C. Walbridge, Capt. Scott Hutchinson being in command. The brig was taken to Collinsscove island, when the crew recovered the cargo of iron from the wreck of the schooner Star, which had been sunk there about two years previous. During the two months during which this work was being accomplished, Amza kept ship at Collins Harbor island. The next spring he went to Oswego, and joined the new schooner Thomas Y. Avery, then the largest vessel trading through the Welland canal, remaining before the mast in her for two seasons. In the spring of 1857 he was appointed mate of the schooner Augusta, whose history has been somewhat like that assigned to the Wandering Jew, since her collision with the steamer Lady Elgin, September 7, 1860. In 1858 Captain Fitch, when but nineteen years old, got his first boat, the schooner Arabella, to sail. She was owned by Judge Fuller of Chicago. The next two seasons he sailed as mate of vessels, changing his berth several times.

In April, 1861, the Captain, in connection with Mr. Landfair, organized a company of volunteers under President Lincoln's call for 75,000 men to put down the Rebellion. This company was called the Cicero Volunteers, and was tendered to the Governor, but the quota being full it was not accepted, and was disbanded in consequence. Captain Fitch then joined the United States navy as seaman, and reported on board the receiving ship North Carolina at the Brooklyn navy yard. He was assigned to the sloop-of-war Connecticut, commanded by Lieut.-Commander Maxwell Woodhall. The Connecticut was commissioned to supply the blockading squadron with provisions and ammunition. She was also sent to Bermuda Hundred in pursuit of the Southern emissaries, Mason and Slidell, but it did not fall to her lot to capture them. Some days after the notable conflict between the Monitor and the Merrimac the sloop reached Fortress Monroe, and Captain Fitch, who was acting quartermaster, was discharged by reason of expiration of term of service, July, 1862. He then went to Buffalo and passed the rest of the

season as seaman in schooner Supply. During the winter he assisted Captain Howard (afterward colonel) of the revenue service in recruiting the Thirteenth New York Heavy Artillery, which was intended for marine work in co-operation with the army. As soon as one battery had been mustered and equipped it was ordered to report to Gen. C. K. Graham, commanding the naval brigade on the James river. To Captain Fitch was assigned the duty of fitting out four army gunboats at Green Point, with the rank of captain of Company L, Thirteenth Heavy Artillery, and in February he was appointed to the army gunboat General Parke, at Norfolk, Va., and led the van up the James river when General Butler made his advance on City Point early in May.

We cannot better express the zeal and courage of Captain Fitch in this arduous campaign than by quoting from a letter written by Brev. Maj.-Gen. Charles K. Graham to Hon. E. M. Stanton, Secretary of War, with a request that he be made a lieutenant-colonel by brevet: "On the 9th of May, 1864, immediately after the occupation of Bermuda Hundred by the troops under the command of Major-General Butler, I was ordered to steam up the Appomattox river with the vessels of the naval brigade, together with two vessels from the navy furnished by Admiral Lee, as far as Petersburg if possible, if not until attacked by a superior force. Believing the enemy had placed torpedoes above Point of Rocks, I directed Captain Fitch, at that time not mustered into the service and then in command of the army gunboat Parke, to lead the way on account of the light draft of his vessel. Attaching dredges to hawsers placed over the stern of his boat, Captain Fitch steamed up the river under a heavy fire from Fort Clifton, until one of the vessels of the squadron was sunk. Captain Fitch's vessel was struck by a fifty-pound rifle shot just above the water line. After this the vessels were ordered back in consequence of information communicated to me by Brig.-General Hinks that he was unable to advance farther because the guns of the enemy, which commanded the river, like-

wise commanded the road by which he was advancing.

"During the winter of 1864 Captain Fitch obtained information from the negroes on the banks of the James, occupied by the enemy, that a powerful party under the command of Lieutenant Davidson of the Rebel navy had left Richmond for the purpose of placing torpedoes on Harrison bar, was directed by me to intercept the party and capture the torpedoes. This he did after a spirited skirmish, capturing all the boats with twelve large-sized torpedoes and anchors, and implements required in placing them. For this exploit Major-General Butler, commanding the Army of the James, highly complimented Captain Fitch in general orders. Had these torpedoes been placed on the bar all communication would have been cut with Fortress Monroe and Washington, and many serious results would have followed."

Captain Fitch accompanied the first expedition to Fort Fisher, and with the boats of the naval brigade assisted in debarking the troops, and landing the only two pieces of artillery that reached the shore. In re-embarking the troops, after the surf became so high that it was impossible to use his own boats or those of the navy, Captain Fitch steamed in with the *Chamberlin*, and turning her head to the sea kept her paddles in motion, while her hawser extended from the stern of the vessel to the shore, serving as a bridge to rescue upward of three hundred of our troops, who otherwise would have been captured by the enemy. For this important service Captain Fitch, and the other officers of the naval brigade assisting him, were handsomely mentioned in the official reports by Brig.-General Ames and Brig.-General Curtis.

In addition to these exploits, Captain Fitch performed many others both in North Carolina and Virginia, and to his untiring industry, bravery and vigilance the army before Richmond was indebted in a great measure for the preservation of the uninterrupted communication with the bases from which supplies were derived, to the seizure of many important mails, to the capture of various signal parties, and to the

procuring of much highly valuable information. He also acted as convoy for all vessels running between Newbern and Kingston on the river Neuse. He opened the mail route between Newbern and Norfolk, Va., through Chesapeake and Albemarle Sound, with the army gunboat *Shrapnel*, and furnished information which effectually put down smuggling and blockade-running. It was early in October, 1864, that Captain Fitch was ordered to Newbern, N. C., to take charge of the gunboat *Rena*, to relieve Captain Gordon, who was killed by the enemy a few days later on the river Neuse, while on an expedition up the river with Captain Fitch. After performing the duties assigned him, he turned the *Reno* over to the proper officer, assumed command of the gunboat *Shrapnel*, and fulfilled the duties above related. After performing these difficult tasks to the satisfaction of the commanding general, he again took command of the gunboat *Parke*, on the river Neuse, and in April, 1865, recaptured the schooner *Telescope*, which was partially burned by the Rebels, and the barge *James R. Gould*, slightly burned, and laden with oats.

On returning to the seat of war after a short furlough, Captain Fitch reported to Major-General Scofield, who had just effected a junction with General Sherman's army of invasion, and was ordered to take command of the army gunboat squadron at Newbern, N. C., and co-operate with the Western army, which position he retained until the close of the war in August, doing effectual work at all times. After receiving honorable discharge from the government, the Captain, full of honors, returned to the lakes, and with innate modesty accepted an appointment as mate on the schooner *Emeu*, as if no higher aspiration had ever possessed him.

In the spring of 1866 he was appointed master of the schooner *Japan*, owned by Capt. C. J. McGill, a veteran lake master. During the season of 1867-68 he sailed the schooner *Star of the North*, and the two following seasons he was master of the bark *Lotus*. In the winter of 1870 he went to Clinton, Iowa, and opened a wholesale and retail grocery store, which was destroyed by

fire in the spring of 1873, when he went to Buffalo, purchased a one-third interest in the schooner John Kelderhouse and sailed her three seasons. In 1876 he sailed the schooner Reed Case; 1877-78, the Annie Vought; 1879, the Thomas H. Howland; and in the winter built the schooner Thomas L. Parker in company with Capt. C. W. Elphicke, and sailed her seven seasons, and in 1887 he sailed the steamer Josephine. In the spring of 1888 Captain Fitch formed a partnership with P. H. Fleming in the vessel insurance business, the association remaining in force until 1890, when he associated with C. W. Elphicke in the same line of business, which they continued six years, dissolving by mutual consent. In 1896 he opened a like business on his own account, in which he is now engaged.

Fraternally, Captain Fitch is a life member of Kilwinning Masonic Lodge, and of Corinthian Chapter, Chicago; a charter member of the Siloam Commandery, Knights Templar, of Oak Park; a comrade of the Phil Sheridan Post, G. A. R., and a member of the Oak Park Club.

In September, 1868, Capt. Amza Fitch was wedded to Miss Ella J., daughter of George and Maria (Taylor) Veazie, and one daughter, Ella Maude, has been born to this union. The family homestead is charmingly located at Oak Park, Ill. The Captain's business office is at No. 12 Sherman street, Chicago.

CAPTAIN E. M. PECK (deceased) was better known as a shipbuilder than a vessel master, although he was a thoroughly competent navigator, and commanded his own boat, the Fountain City, for four years.

Captain Peck was born in Otsego county, N. Y., in 1822, and in early life learned the trade of a ship carpenter, working at it for a number of years. Later on he removed to Cleveland and engaged in shipbuilding on his own account. While here he designed and put onto the lakes not less than one hundred steam and sailing vessels, many of them being actively engaged on the lakes at the time of his death. Among the vessels that he designed and built were the barks Naomi, Sunrise, Golden Fleece, Una-

dilla, C. P. Sherman, Daniel Stewart, and North West; the steamers Fountain City, Evergreen City, Idaho, Winslow, Meteor, Pewabic, St. Louis, R. J. Hackett and Forest City; the tugs E. M. Peck, Metamora and I. U. Masters; and the two revenue cutters Fessenden and Sherman.

Early in the 'seventies he left the shipbuilding business and organized the Northwestern Transportation Company, which operated a big line across Lake Michigan for both freight and passenger business. This company built the steamer Amazon, at that time the largest steamer on the lakes, and propelled by the first twin-screw used on fresh water. About this time Captain Peck made an innovation in the ore-carrying trade, which has since been followed to advantage by many vessel men. He towed the schooner Forest City, as consort to the steamer R. J. Hackett, loaded with ore, down through all the Great Lakes to Ash-tabula from the Lake Superior mines. Prior to that time the product of Upper Peninsula mines had been moved in schooners and small barks, and the plan of towing by a steambarge worked a revolution in the methods of this particular line of lake traffic.

In 1845 Captain Peck was married to Susan E. Rogers, of Cleveland, Ohio. They had two children—one son and one daughter—both of whom died young. Captain Peck died May 8, 1896, after a brief illness lasting about ten days. Indeed he was actively attending to business affairs within a very short time of his death. When his death was announced suitable action was taken by local vessel men, and at the conclusion of the funeral ceremonies in Detroit his body was placed aboard his own steamer, the E. M. Peck, transported to Cleveland, and interred in Lakeview Cemetery.

Somewhat brusque in his manner, and not easily approached, Captain Peck was nevertheless a man of most kindly instincts, and of a very charitable disposition, as those who got to know him intimately soon discovered. His death was deeply felt by every vessel man to whom he was known. Captain Peck did his first work in the employ of Philo Moses, of Cleveland, upon the

first boat sailing on Lake Superior in the interest of the Hudson Bay Fur Company. The timbers were framed in Cleveland, and taken by boat to the "Soo," then hauled by team across the land to the foot of Lake Superior, it being the first boat of importance on that lake.

SAMUEL F. HODGE, founder of the extensive marine engine works in Detroit which still bears his name, was born in Cornwall, England, March 6, 1822. His father was chief blacksmith at the Great Consols Mine, and at a very early age the lad himself was employed in the shop, being made foreman of a department when but seventeen years old. He remained in Cornwall working at this trade until 1849, when, becoming dissatisfied with his surroundings and prospects, he decided to try his fortunes in America. Leaving behind his young wife and two children, for lack of means to bring them with him, he sailed for New Orleans, upon reaching which port he made his way northward to Toledo. After a short stay at the latter point he pushed on to Detroit where he afterward made his home.

Mr. Hodges' first work was at Fort Wayne, which fortification was then under construction, his employment continuing until the completion of the fort in 1851. Here his earnings were sufficient to enable him to send for his family and establish himself in a modest but comfortable home. At the end of his work at Fort Wayne he became foreman of a blacksmith shop at De Graff & Kendrick's Iron Works, where he remained until 1854, and for the next four years was in the employ of the locomotive works. In 1858 he opened an office in Detroit for the sale of mining machinery, for which there was a constantly increasing demand from the Lake Superior mines. The knowledge gained in Cornwall in his boyhood made his advice to purchasers of mining machinery particularly valuable, and he soon became, practically, a consulting and constructing engineer, as well as a contractor.

In 1863 he gave up his business, and together with William Cowie, Thomas S.

Christie and William Barclay organized a firm of Cowie, Hodge & Co., established a shop at the corner of Atwater and Rivard streets. This firm continued to do a successful and increasing business in the manufacture of engines and machinery until 1865, when Messrs. Cowie and Barclay retired, leaving the firm Hodge & Christie. In 1870 Mr. Hodge purchased Mr. Christie's interest, and continued the business alone. In 1876, notwithstanding the business depression from which the country was suffering, he erected the main shops occupied by Samuel F. Hodge & Co., and equipped the plant with what was at that time the most complete machinery obtainable. Concluding to withdraw from the cares of active business life, Mr. Hodge, in 1883, organized the corporation now known as the Samuel F. Hodge & Co., retaining the presidency of the company until his death, April 14, 1884.

Mr. Hodge was a member of the Detroit Water Commission from 1871 to 1879, but declined any other office, having repeatedly refused to allow the use of his name for the office of mayor. His handsome fortune was left to his wife and to his five children, his son, Harry S. Hodge, succeeding as president of the corporation owning the manufactory plant.

SAMUEL F. HODGE & Co. One of the most extensive establishments on the lakes for the building of marine engines is that of Samuel F. Hodge & Co., located at the corner of Atwater and Rivard streets, Detroit.

The business was originally established in 1863 under the firm name of Cowie, Hodge & Co., in a building directly opposite the present location. In 1870 Mr. Hodge purchased the interest of the only remaining partner in the original firm, and continued to conduct the business alone until 1883, when a stock company was formed, under the name of Samuel F. Hodge & Co., he becoming president of the corporation, which position he retained until his death, a year later. The present officers are: President, Harry S. Hodge; superintendent, James Scholes.

When the present corporation took charge of the business the main building, including the foundry and blacksmith shop, occupied a piece of ground 90 x 425 feet in size. In 1894 a foundry 84 x 160 feet, and a machine shop 84 x 150 feet were added, so that the present buildings have a frontage on Atwater street of 240 feet with a depth of 425 feet running back toward the river. These buildings are of steel and brick, of the usual fireproof construction, and together form one of the most complete plants in the West. The machine shop has two galleries, one on either side which afford room for the small lathes, drill presses and other light tools, including ample provisions for bench work, while the large laths for turning heavy shafting and pulleys, and the great planers are placed on the main floor. This shop, as well as the foundry adjoining, is provided with a 25-ton electric crane, the two buildings being connected by a surface railroad, so that it is possible to handle the largest castings, moving them easily from the foundry floor to the lathes and planers in the machine shop. Adjoining the machine shop, and separated from it by a covered driveway, is the engine room and blacksmith shop, the second story containing the general offices, draughting room, superintendent's office, and the handsome private office of the president. In the latter is an extensive library containing text books of use in the successful conduct of such a business, statistics and reports of various kinds pertaining to the trade, drawings and blue prints of completed works, and cards showing the size, character, horse power, and destination of every engine built since the company was formed. During the time the corporation has been in business it has turned out over one hundred and twenty-five marine engines, nearly every one of which is in service on the lakes today, besides a large quantity of stationary work, together with the usual amount of repairing that ordinarily comes to such a plant. The first triple expansion engine that turned over on the lakes was built here, and placed in the Roumania October 2, 1886. Here also was built the engine for the Colgate Hoyt, the first of Capt. Alex-

ander McDougall's whaleback steamers built at West Superior. The engine in the whaleback steamer Wetmore, that attracted so much attention in Liverpool when she crossed the Atlantic, was a product of these shops. The great whaleback excursion steamer Christopher Columbus, employed at the World's Fair, received her engine from Samuel F. Hodge & Co. This is said to be the largest single engine of its class on the lakes, the diameters of the three cylinders being as follows: high pressure, 28 inches; intermediate, 42 inches; low pressure, 70 inches; stroke, 42 inches; steam pressure, 175 pounds.

ROBERT FLEMMING (deceased), who, during his lifetime, was a well-known engineer, was born in Buffalo, N. Y., February 22, 1838. He was a son of John and Mary Fleming, also of Buffalo, the former of whom for many years kept a wholesale supply store at the foot of Commercial street.

After completing his school education our subject worked at the trade of machinist until his twenty-first year, when, being seized by a sudden desire to try a nautical life, he took a position as oiler on the side-wheel steamer Crescent City, plying between Buffalo and Cleveland, and remained on her two seasons. In 1856 he was transferred to the City of Buffalo in the same capacity, the following year being promoted to the position of second engineer of the propeller Esquimaux, owned by the New York Central Railroad Company, and holding same for two seasons, remaining one year after obtaining his full papers. In 1859 he took charge of the engines of the Cuyahoga, plying between Buffalo and Green Bay, on which he served one season, the two years following being on the Rock-et. He soon made another change, shipping aboard the Free State, owned by the Western Transit Company, and continuing on her for several seasons. In the year 1863 he was given the position of assistant engineer on the steamer Canubra, belonging to the U. S. Navy and commanded by Commodore F. H. Behm, and was also with the fleet at the capture of Mobile by Farragut's division in the same year. Later

on, however, Mr. Flemming met with a serious accident, the same being a rupture, which necessitated his return to Buffalo, and he subsequently took the position as second engineer on the steamer Cuba, owned by Ensign Holt.

In 1873 Mr. Flemming entered the Buffalo Fire Department, remaining till 1879, when he shipped as first engineer aboard the Clyde, owned by Danforth Ash & Co., and built at Bay City, Mich. The following year the boat passed into the hands of the Lehigh Valley Transportation Company, who retained Mr. Flemming in his old position, and he remained with them until he laid up his boat in the fall of 1897. However, he never returned to her, for he died August 20, 1898.

In 1865 he was married to Elizabeth Holmes, of Buffalo, a widow with one son. There were two children born to this marriage, both daughters: Mary, now (1898) aged twenty-five, and Ida, aged twenty-three. All three children are living.

HENRY B. BURGER, the senior member and founder of the firm of noted shipbuilders, is a man who, early in life, attained to the technical and practical knowledge of his trade. He is considered one of the best shipbuilders on the lakes, and has the reputation of building the stanchest and finest fitted steamers afloat. It is from his yard that almost all of those well-built steamers, sailing under the flag of the Goodrich line, comes.

Mr. Burger is a son of Simon and Margaret Burger, and was born in Germany December 20, 1839. His parents came to the United States in 1847, and first located on a farm in Sullivan county, N. Y., where they remained until 1857, and where Henry was reared and attended the district school. Soon after that date he left home and went to Milwaukee, where he entered the employ of Wolf & Davidson, remaining in their shipyard for three years as an apprentice, attending school as occasion would permit. In 1866 he went to Menominee, Mich., to build the scow Menominee, and the years 1867 and 1868 found him at Manitowoc building the

schooners Fleetwing and S. A. Wood, after which he worked on various vessels as carpenter, then under construction by that firm until 1872 in Milwaukee, and other places as foreman and boss builder for some time. He then returned to Manitowoc and built the schooner City of Manitowoc to the order of Jonah Richards, working under contract by the day as boss builder, which he followed by building the Blazing Star the same year. The next year, he built the tug William Richards and the schooner Henry C. Richards, and that winter he closed a contract and built the schooner C. C. Barnes, but to retrograde, during the winters of 1872 and 1873 he entered into partnership, under the firm name of Rand & Burger, a combination which continued in force until 1885, when Mr. Rand died. The firm was then reorganized, Mr. Burger taking into partnership a nephew, George B. Burger, the business then being carried on under the firm name of H. B. & G. B. Burger, which firm is still in existence.

The vessels built by these firms and the dates of construction are as follows: Rand & Co.—schooner George Murray, 1873; schooner Thistle, 1873. Rand & Burger—schooner J. I. Case, 1874; schooner Lydia, 1874; schooner Jos. Duval, 1874; Lucia A. Simpson, 1875; John V. Jones, 1875; H. B. Burger, 1875; tug Frank Canfield, 1875; schooner Lottie Cooper, 1876; steamer Imperial, 1877; tug Nora Wheeler, 1877; barge Isaac Stephenson, 1879; barge H. Whitbeck, 1880; schooner Penobscot, 1880; tug F. M. Knapp, 1880; barge Sam Stephenson, 1881; barge A. A. Carpenter, 1881; schooner Olga, 1881; schooner Alice, 1881; steamer Thos. H. Smith, 1881; tug George Pankratz, 1882; tug C. M. Charnly, 1882; schooner Bert Barnes, 1882; schooner W. O. Goodman, 1882; schooner Government Dredge No. 2, 1883; schooner G. J. Boyce, 1884; tug Marinette, 1885; tug Richard Endress, 1885; tug J. C. Perrett, 1881; tug Minnie, 1877. H. B. & G. B. Burger—steamer Rand, 1886; steamer E. M. Tice, 1887; steamer A. D. Haywood, 1887; schooner Lizzie Metzner, 1888; steamer Petoskey, 1888; steamer Fanny Hart, 1888; steamer City of Racine,

1889; schooner Cora A., 1889; steamer Isabella J. Boyce, 1889; steamer City of Marquette, 1890; steamer Indiana, 1890; steamer Eugene Hart, 1890; tug Harrison Ludington, 1890; tug George Cooper, 1891; steamer Emma Buckley, 1891; tug Violet H. Raber, 1891; tug Annabelle, 1892; tug Alice E. Shipman, 1892; tug Fearless, 1892; tug R. M. Cooper, 1893; tug Julia C. Hammel, 1893; steamer Lotus, 1893; steamer Sidney O. Neff, 1890; steamer Sydney T. Smith, 1895; tug Sedonie, 1897; steamer Iowa, 1897, rebuilt; steamer Georgia, 1898, rebuilt; tug C. W. Endress, 1898; tug Bradwell, 1898; tug Arctic, 1898, rebuilt.

On November 4, 1863, Henry Burger was wedded to Miss Mary Esslinger, daughter of Charles and Sophia Esslinger, of Manitowoc, Wis. Mr. Esslinger was appointed postmaster of that city by President Lincoln, and filled the office for twenty-four years, and is yet living and has attained to the ripe old age of eighty-nine. He was a lawyer and merchant and became a resident of Manitowoc in 1848.

George B. Burger, the junior member of the firm of H. B. & G. B. Burger, was born in Sullivan county, N. Y., on October 1, 1853. He is a son of John and Caroline Burger, natives of Germany. Early in life it was his good fortune to attract the attention of his Uncle Henry, and since then their interests have been identical. He has had the honor of being elected alderman of Manitowoc for two terms. Both members of the firm are highly respected in Manitowoc, and by their integrity and enterprise are considered to be among the best residents of that old shipbuilding city.

IRVINE U. MASTERS. A vessel master who was one of the prominent citizens of Cleveland in his day, and filling the office of mayor of Cleveland at the time of his death, was Irvine U. Masters. He was born in the year 1820 in New York State, and came to Cleveland when young, and entered the shipyards of Luther Moses, where he was a ship carpenter.

About the year 1850 Mr. Masters entered into partnership with Elihu M. Peck, under the firm name of Peck & Masters, for

the construction of vessels. This firm constructed a large number of very successful boats, being among the first to build vessels of large burden. Among the vessels built by them were the propellers Arctic, Atlantic, Pacific, Fountain City, Evergreen City, Meteor, Pewabic, and the bark Naomi.

Mr. Masters was married about 1847 to Miss Naomi Bronson, of New York, and had a family of five children, none of whom are living: Irvine; Henry B., who died in infancy; Harriet A.; Main S. and Willis U. The latter grew to maturity, became engaged in the iron ore and pig iron business; but at the time of his death, September 8, 1898, was incidentally in the manufacture of incandescent gas lamps.

MAIN S. MASTERS was born in Cleveland in the year 1837. He was a son of I. U. Masters, who was mayor of Cleveland at the time of his death.

He commenced sailing in the year 1876 as clerk of the propeller Amazon. This vessel, originally built for a steambarge, was converted into a passenger boat to run in connection with the Grand Haven line between Milwaukee and Grand Haven. During a period of three years Mr. Masters was alternately clerk of the Amazon and of the propeller Forest City, the latter vessel belonging to the same line and following the same route. The Amazon went ashore at Grand Haven in 1879 and went to pieces. This stopped the operation of the line, and Mr. Masters then went to Cleveland, entering the office of the Cleveland Rolling Mill Company. Later he went into the office of Masters & Co., dealers in iron ore, and remained with that company until his death, which occurred in 1881.

CAPTAIN DANIEL MITCHELL, one of the most prominent and venerable citizens of Ashtabula, and perhaps one of the oldest retired lake captains and mariners now living, is a son of Philip and Polly (Warner) Mitchell, and was born in Wooster, Schoharie Co., N. Y., October 5, 1814. The father was born in New York State, and the mother in Connecticut.

The grandfather of our subject, on his

mother's side, was a patriot of the Revolutionary war, and served with distinction in a cavalry organization for seven years, or until the close of the conflict, participating in many of the fierce struggles which wrought out the independence of the colonies. Both families, the Mitchells and the Warners, were early pioneers of northern Ohio, and became possessed of large tracts of land by industry and thrift. Mr. Warner, a hero of the Revolutionary war, lies at rest in the cemetery in Ashtabula, and his grandson, the subject of this sketch, now eighty-four years of age, has had engraved an appropriate tablet to his memory on a monument over his remains, the legend on which reads: "Noah Warner, a soldier of the Revolution, who served his country honorably in the cavalry service seven years. His warfare is over."

Capt. Daniel Mitchell removed with his parents to Westfield, Ohio, where his father died April 8, 1826. The mother soon after her bereavement went to Wooster, Schoharie Co., N. Y., where her relatives lived, but later returned to Ashtabula, where she resided until 1863, when she, too, passed away. The family consisted of Emanuel, Aurline, Daniel, Betsey, Harman, Mary and Fannie, all of whom are deceased except Daniel and Betsy. Harman was wheelsman on the steamer Washington at the time of the disaster to that vessel, and lost his life; Emanuel also followed the life of a sailor, and ran a packet boat on the Ohio canal at the time of his death, which occurred in Cleveland, Ohio.

Captain Daniel Mitchell, to whom this sketch is devoted, attended the district schools for a short time and finished his education as a pupil of William Hubbard, of Ashtabula, at that time a noted teacher in private paid schools. In the spring of 1830 he shipped as cook on the schooner John Q. Adams, with Capt. Ben Stanard. It is said that he did not make a brilliant success in that department, and he is soon found in another capacity. However, the Adams capsized soon after leaving port, and the crew were rescued by the schooner Bolivar; young Mitchell soon after shipped before the mast on the schooner Constitution

with Capt. E. Perkins. The next season he came out in the steamer New York, and after two months' experience with steam he shipped before the mast on the schooner Bolivar. The next spring he came out as mate, with Capt. C. Thayer, on the schooner Atlas, but in July the following year he stopped ashore and assisted in raising the schooner G. S. Willis, which had been wrecked. He then went into the shipyard and superintended the fitting out of the schooner Adelaide, owned by E. Harman, and made two trips in the fall, bringing her out as master in the spring of 1832, and sailed her seven years, she changing owners in the meantime.

In the spring of 1839 Captain Mitchell was appointed master of the schooner Dahlia, and in 1840 he succeeded to the command of the schooner Argyle, sailing her two years; that winter he superintended the construction of the schooner Ontonagon, at Madison Docks, and sailed her three seasons. In the spring of 1845 he became captain of the schooner Pilot, which berth he held two years, and then took command of the brig Oleander, remaining on her four seasons. In 1851 he came out in the schooner Aldebaron. The next year he took a quarter-interest and superintended the construction of the schooner Bonnie Doon, Gillott and Frazer being the owners. He brought the new schooner out and sailed her five years, making good profits and cargoes. The Bonnie Doon was considered a smart vessel. She was 255 net tons burden, and made the passage between Chicago and Buffalo in three hours less than five days, the Captain winning a new hat on the performance. It is still said, when a schooner is credited with a quick trip that "it is not come up to the Bonnie Doon record."

With the close of the season of 1860 ended the active marine life of Captain Mitchell, the Bonnie Doon being his last vessel. During the thirty years he was sailing he never lost a man or vessel, and had but one casualty, which was occasioned by stranding on Racine reef in thick weather. He jettisoned 800 bushels of wheat, and the vessel floated. Since his retirement

Captain Mitchell has devoted the greater part of his time to the management of his large farm in Ashtabula county; has been elected constable, deputy sheriff, marshal, and street commissioner at various times. He was a man of great strength and endurance in his younger days, and now, at the advanced age of eighty-four years, carries himself with an erect and soldierly bearing, and is in full possession of all his faculties. He is a man of courteous sociability and generous hospitality. Fraternally he is a veteran Royal Arch Mason and a member of the order of Odd Fellows, serving as treasurer of the last named order seven years.

In October, 1851, Captain Mitchell was united by marriage to Miss Araminta, daughter of Charles Chadwick, Newark, Wayne county, N. Y. After thirty-seven years of married life Mrs. Mitchell passed away, leaving the Captain alone with an adopted child, Frances, daughter of Capt. Mitchell Jackson, who came into the family when she was three years of age.

JOHN DONALDSON was born in County Armagh, in the North of Ireland, June 3, 1826, of Scotch-Irish descent, and in his native place lived until his seventeenth year. At that time he came to America and located at Detroit, where he entered Blair's shipsmithy and served one year's apprenticeship to the trade. The following season was spent in the Michigan Central railroad shops at Detroit, after which he came to Buffalo, where he has since resided. The first eighteen months in that city were spent in the employ of Malden Wright, a shipsmith, after which he worked two years at the same business with C. T. Rand. Following this he was employed in the boatyards of Van Vleet & Norter two years.

In 1850, with his brothers, William and David Donaldson, he then opened a shop, and continued in the business thirty-seven years. About 1865 a boiler and machine shop was added to the smithy, and for several years following a brisk trade was carried on. Many engines were built and sent to the oil regions, and twelve tugs were built, among the number being the Broth-

ers, Old Jack and Eustaphie. In 1866 the schooner Donaldson was built and put into commission. Donaldson Bros. *et al.* then bought the steamer Colorado, and later the steamer Cuba. In connection with Mills & Co. they built the propeller Wyoming, which they still own; the steamer Robert Mills, and built the steamer Florida, which was lost on Lake Huron May 20, 1897, by a collision with the steamer Roby. Operating these boats, Donaldson Bros. carry on an extensive freight and grain business, and at the port of Buffalo they are known as a prominent and enterprising firm.

The partnership which was commenced in 1850 by the three brothers, John, William and David, continued during the life of David, who died in 1888. The two brothers, John and William, are still interested together in many vessels on the lake, though the shop interests have been closed. This is a long partnership, and the Donaldson brothers, as a whole, had a long and successful career and were among the self-made men of Buffalo Harbor.

On November 14, 1850, John Donaldson was married to Miss Susan Summer-ville, a native of Ireland. To them four children have been born: Robert S., who is secretary and treasurer of the Erie County Savings Bank at the present time, was married to Miss Carrie Dodsworth, of Buffalo; John A., who is in the insurance and real-estate business, was married to Miss Belle Brett, of Cleveland; George S., a grain broker at Buffalo, was married to Miss Effie Udell, of New York City; and William E., unmarried, who is in the Erie County Savings Bank. Mr. John Donaldson is a member of Buffalo Chapter and DeMolay Lodge No. 498, F. & A. M. His family residence is located in Buffalo, and there in the "jingle of household operations" he finds rest from the cares of the day.

Mr. Donaldson is a member of a family of ten children born to William and Susan (Hendren) Donaldson. His parents came to America three years after he arrived in this country, and are both deceased, the father having died three days after his arrival, while Mrs. Donaldson died in 1851.

ROBERT DONALDSON. In the marine history of Detroit, the name of Robert Donaldson stands prominent among those who have been instrumental in promoting the growth of the larger commercial interests of that port.

In many ways his life offers a good example. By him opportunities were improved at their best, and with care and system in his work, financially and otherwise, he has reached the position where he may retire from active business and enjoy the fruits of earlier days of industry. Mr. Donaldson was born in 1817 in Perthshire, Scotland. He entered a shop when he was fifteen years of age, and remained five years at the machinist's trade after which he went to Belfast, Ireland. Here he worked at his trade two years, and then went to Liverpool and remained the same length of time. He then came to America and settled in Detroit, first entering the employ of the Michigan Central Railroad Company. Here he remained only a short time, however, and then went to the locomotive works of Kendrick & DeGraff. From this employ he took charge of the Michigan Foundry for William Barkley, after which he went to the Bridge & Iron Works, where he remained in charge of the machine shop two years.

With E. D. Jones and William Cowie he then formed a joint-stock company known as the Dry Dock Engine Works. This company built a plant, and engaged in building engines on the site now occupied by the firm by the same name. Mr. Donaldson acted as superintendent, and under his direction they built the first compound and the first triple expansion engine used on the lakes. They continued in business until November 3, 1888, when the plant was sold, the company at the same time employing about three hundred men. At this time Mr. Donaldson retired, and has not been engaged in any particular industry. He feels a keen interest, however, in marine affairs, and has advanced with developments of the latest machinery, so that he still has a full knowledge of the latest works.

In 1861 Mr. Donaldson was married, and he now resides with his family at the

corner of McDougall and Champlain streets, Detroit, Michigan.

HENRY F. MCGINNIS, son of John and Catherine McGinnis, was born in 1842 in Dublin, Ireland, and removed to the United States with his parents in 1852, locating in Cleveland, Ohio. Before leaving his native city he attended school for a short time, completing his education in Cleveland. He was one of the prominent engineers sailing out of the port of Cleveland, and attained to the position of chief engineer of the Black line, under the management of Capt. George P. McKay, and of the Mutual Transportation line, under the same management.

In 1858 Mr. McGinnis began to learn the machinist's trade, in the shop of Thomas Manning, remaining there three years, after which he entered the employ of the Cuyahoga Furnace Company, working at his trade one year. He commenced his career on the lakes in 1863 as second engineer with William Kennedy, on the steamer Michigan, remaining on her two seasons, and in 1865 he was appointed chief of the steamer S. B. Caldwell, which position he held until the fall of 1868. In the spring of 1869 he took the Ontonagon, and engineered her two seasons, followed by four seasons on the steamer Plymouth. During the spring of 1875 he joined the Vanderbilt, and engineered her two seasons. In 1877 he opened a crockery store on Lorain street, and continued that business until the spring of 1882, when he again took up marine engineering as chief of the Black line, filling this office on the steamer Sparta, on which boat he remained four seasons. In 1887 he brought out new the steamer Cambria, and was chosen chief of the Mutual Transportation line of boats; in 1888 went as engineer on the steamer Ohio. During the seasons 1889 and 1890 he took the George G. Hadley, after which he retired from the lakes, and opened a plumbing and gas-fitting establishment at No. 728 Lorain street, in company with his son Henry F.

In 1869 Mr. McGinnis was united in marriage with Miss Louise Gumlich, of Cleveland, Ohio, and at the time of his



Robert Derricksman

death, which occurred April 24, 1894, he left four children: Henry F., who is carrying on the business which his father established; Frank; Lizzie E.; and Anna S. Mr. McGinnis was a member of the Marine Engineers Beneficial Association, a competent engineer, and gave good satisfaction wherever employed. He had twenty-one issues of license.

CAPTAIN JAMES W. MILLEN, president of the Lake Carriers Association for 1897, is one of the best known of the active vesselmen in Detroit. His robust form and genial, smooth-shaven face are familiar to the patrons of the Star lines of steamers, as he has been wont to sit under the awnings over the freight shed at the foot of Griswold street, on hot summer afternoons and watch the departure of the steamers for Toledo and Port Huron.

Captain Millen was born at Millen's Bay (called after his father), in the township of Lyme, Jefferson Co., N. Y. In the year 1850, while yet a boy, he began sailing, his first berth being on the schooner Pathfinder. He was on this vessel three years, the last year being as mate, and was then on the Montezuma one year, and on the Sovereign of the Lakes one year. In 1856 he went on the schooner Flying Cloud, where he remained three years—two years as second mate and one year as mate. At the end of that time he went back to his old boat, the Montezuma, and purchasing an interest in the schooner, sailed as her master from 1859 to 1866. In the latter year a new schooner, the Montpelier, built by Sam Johnson, at Clayton, N. Y., made her appearance, and he was master of this vessel three seasons.

Captain Millen purchased a third-interest in the tug Samson in 1869, and for four seasons operated her on the Detroit river. The new tug Niagara came out in 1873, he owning an interest and commanding her for six seasons. In 1880 he purchased an interest in the Detroit Transportation Company, which company owned a line of boats which operated in the Lake Superior iron ore trade. Captain Millen sailed the Iron Age during the season of 1880, and the Iron

Duke in 1881. He retired from the lakes in 1882, and has since been contented to let others do the sailing, while he attends to the business end of the many enterprises in which he has become interested.

To the general public Captain Millen is best known through his connection with the Star lines of steamers, but to vesselmen his interests in freight traffic are probably more important. He is at present general manager of the Red Star line, owning the steamer Greyhound, and of the White Star line, owning the steamer City of Toledo. He is president of the Buffalo and Duluth Transportation Company, director and manager of the Duluth and Atlantic Transportation Company, secretary and general manager of the Hamtramack Transportation Company, and treasurer of the Swain Wrecking Company, besides being a member of the firm of Parker & Millen, vessel and insurance agents. With all these varied interests to keep track of he is necessarily a busy man, yet always finds time to greet an old friend or make a new one. He was elected president of the Lake Carriers Association in 1897. In September, 1897, the Captain was appointed a commissioner on the water board, and in January, 1898, he was appointed a member of the board of public works, being a commissioner. The former office he resigned in March, 1898. Both appointments were made by the mayor.

CAPTAIN JAMES BYERS was born in Ireland in 1834, and removed to the United States with his parents at an early age, the family settling in Buffalo.

In 1862 he was the hero of a daring exploit which saved a vast amount of government property, and won for him the hearty thanks of President Lincoln. A short time before the Civil war opened he went to Virginia with the little steamer J. P. White to fill a contract he had made with ex-Mayor Barton, of Buffalo. While he was in Norfolk, Va., the struggle commenced in earnest, and the Captain's vessel was seized, he being suspected as a Northern sympathizer. In 1861, therefore, he was not permitted to sail his steamer, but early in 1862 the Con-

on the Erie canal, and, though they were bound for Ohio, were obliged to stop at Buffalo, where he died four days later. They remained in Buffalo four years, and then went to Cambridge, Ohio.

In 1847 Mr. Langell removed to Cleveland, where he became an apprentice in the shipyards of Washington and Buell Jones. The next year he went to Sheboygan, Mich., and built a small vessel which was used in carrying stone for the construction of a light-house near that point. On returning to Cleveland, he helped finish the steamer Buckeye State, then being built by the Jones Brothers. During the next eight years he was employed by Roderick Calkins, Quayle & Martin and Lafrinier & Stevenson. In 1857, he built in Fairport, for Solomon Snell, the top-sail schooner called Calvin Snell. In 1860 he went to work for Peck & Masters, and for fifteen years was employed in the responsible position of foreman and draftsman. The following are some of the vessels he aided in constructing: Pewabic, Winslow, Meteor, Atlantic, City of Chicago, City of Buffalo, City of Milwaukee, Golden Fleece, Sunshine, St. Louis, Arctic, Passaic, Nebraska, David Stewart, Manistee, Fremont and the revenue cutters Sherman and Fessenden.

In 1872 he went into business for himself, in partnership with the late William H. Radcliffe, building the schooner Genoa, the steamers Havanna and John N. Glidden, and the tug Triad.

In 1853 was celebrated his marriage to Miss Catherine Perrin, of Cleveland. They have had nine children, only one of whom, Frederick W., has followed the marine business. He was head draughtsman in the engineering department of the Globe Iron Works Company from 1886 to 1897.

CAPTAIN JAMES DRAKE is a descendant of a long-lived family, and is also one of the oldest masters on the Great Lakes. His father, Alexander Drake, who died in 1866, was a native of Ireland, and a carpenter and joiner by trade. His mother, Martha (Martin) Drake, died in 1870 at the advanced age of eighty-five years. There were nine children in the family—five sons and four

daughters, as follows: Jane, Mary Ann, Elizabeth, Martha, Alexander, John, Thomas, James and Samuel. Three sons, Thomas, John and James, became sailors, Thomas dying in the West Indies, and John at Toronto Bay, Ontario. Of the daughters, Elizabeth died at the age of forty, Martha at seventy-six, Jane at ninety and Mary Ann also at ninety.

Captain Drake was born November 27, 1825, at Donaghadee, Ireland, at which place he received his education. At an early age he began a seafaring life by serving an apprenticeship for a term of four years on the ocean bark Agitator, upon which he was also second mate two years and mate four years. In 1851 he came to Buffalo and in July of that year shipped on the propeller Ohio for the rest of the season. For the season of 1852 he was second mate of the propeller Saginaw, 1853 of the Mayflower, 1854-55-56 of the propeller Plymouth, brought out new in 1854. The following season he was given master's berth in the steamer Illinois, and in 1860 he was mate of the Missouri. During the latter season he was master of the tug Dragon which he took to New York City and sold to the United States Government. The following season he was master of the propeller Saginaw; 1862-63 of the Concord; 1864 of the Mayflower; 1865 of the Plymouth; 1866 master of the old propeller Buffalo part of the season. The following season, 1867, he was given master's berth in the propeller Oneida, in the passenger trade between Buffalo and Chicago, which he held eleven consecutive seasons and without any accidents or mishaps. The boats which he sailed or sailed upon were all the property of the Western Transportation Company.

In 1878 he was given command of the new propeller Buffalo, of same line, which position he held for ten seasons. While on his steamer, in the year 1880, he rendered valuable service to the steamer John McGlidden, owned by Philip Minch. The Glidden took fire in her boiler room on her way down Lake Huron. It was discovered about 5:45 o'clock in the morning, and Captain Drake, who was on the up trip in the Buffalo, went to her, and with

the aid of the hose and pumps of his boat succeeded in quenching the fire in about an hour. The timely assistance thus rendered saved the Glidden, as she was helpless at the time. Captain Trinter, of the Glidden, wrote the owners of the Buffalo on December 17, following, enquiring if they claimed damages for Captain Drake's aid, to which Captain Drake was directed to reply that they did not. But on the following Christmas Captain Drake received the sum of one hundred dollars from Captain Trinter as a reward for the meritorious service rendered. His last service with the Western Transit Company, formerly the Western Transportation Company, by which he was employed for thirty-seven years, was during the season of 1888, when he was master of the steamer Wyoming. Captain Drake was one of the original stockholders of the Western Transit Company, and was the last one to sell his stock when the New York Central Railroad Company became the purchaser. Since that time he has retired permanently from a long and successful career upon the Great Lakes. Captain Drake was a charter member of the Ship Masters Association, and still retains his membership.

In 1858 the Captain was married at Buffalo to Elizabeth Maybury, a daughter of George Maybury, of English descent, a Buffalo boat-builder, who came to Buffalo in 1845. They have had six children, five of whom are still living: Elizabeth, wife of Walter Voss, clerk of the Board of Trade; Martha M., wife of John W. Livers, a druggist doing business at Kaslo, British Columbia; Frank M., second mate of the propeller Chili with Captain Alexander Drake for the season of 1896; Spencer A., clerk in the drug store of his brother-in-law at Kaslo, British Columbia; and Kate D., at home. The family residence is at No. 305 Auburn avenue, Buffalo, New York.

DAVID P. STEWART, deceased, was born December 24, 1838, in the city of Buffalo, a son of John Stewart, of Fincastle, Athol, Perthshire, Scotland, and Helen (Clark) Stewart, of Edinburgh, Scotland. The

father, who was an architect and builder, was married in Buffalo. From the earliest recollection of his son David he was a naturalized American citizen, and he designed and built some of the most prominent buildings of the city in his day. He died in Buffalo in 1849.

The subject of this sketch commenced his education between the ages of six and seven years, but like most boys of that age thought more of play than of study; he managed, however, to keep up with his classes, though he was oftener at the foot than at the head. In 1849, during the prevalence of cholera, his father died, leaving the mother with a family of six children, he being next to the eldest. As the mother's only possessions were the house in which they lived, on Seneca street, the eldest brother and our subject were compelled to help support the family, and the latter started by working as parcel boy for a dry-goods house. Being of a mechanical turn of mind, he became dissatisfied with that kind of employment, and at the age of fourteen years took the position of bell-ringer on a locomotive on the New York Central railroad which ran between Buffalo and Rochester. Under the laws of New York State in those days the bell of a locomotive was compelled to be rung from the time it started until it stopped. After giving about two years to that employment, Mr. Stewart was apprenticed to the Eagle Iron Works in order that he might learn the machinist's trade, and there served until he was twenty-one years old. On becoming a journeyman he found employment with George W. Tift & Sons, and worked in the shops of the Buffalo Steam Engine Works a year, and then became foreman of a machine shop owned by A. A. Justin, who was a blacksmith, wagonmaker and machinist. While in this employ Mr. Stewart gained much valuable experience, and was able to fully realize the advantage a more complete school education would have been to him, for lack of which he was compelled to sit up late at night, or rather early in the morning, studying rules and working out problems, such as the size of shafts, diameter and width of pulleys, velocity of saws,

strength of material, and many other similar matters.

In the spring of 1869 Mr. Stewart resigned his position with Mr. Justin to go sailing, accepting the position of second engineer under Thomas P. Justin, of the propeller *Alaska*, a new iron steamer just finished for the Anchor line, of which Capt. Daniel Coughlin was master. He derived great benefit from the association with Mr. Justin, as he was a very careful man and possessed good judgment, and barring a few minor mishaps the season was a successful one, the *Alaska* being laid up at Erie in the early part of December. In 1870 Mr. Stewart was appointed chief engineer of the *Alaska*, in place of Mr. Justin, who was transferred to the *Winslow*, and he remained on her until August, 1876, when he was transferred to the *Wissahickon* (of which Captain Sisson was master), a new wooden steamer built by the Union Dry Dock Company for the Anchor line. He continued to serve as her chief until November 28, when she was laid up at Chicago after a very successful and uneventful season. The following spring Mr. Stewart went out of Chicago as chief of the *Wissahickon* under the former master, Captain Sisson, with the schooner *Allegheny* as consort. On the first trip down considerable ice was encountered, as it was early in the season, and some damage was sustained by the steamer because of the consort coming in collision with her, but with this exception the season was a favorable one and the *Wissahickon* was laid up at Buffalo December 1. In the spring of 1878 Mr. Stewart made three trips as chief of the *Wissahickon*, and on May 20, by order of the chief engineer of the Anchor line, William Moses, Mr. Stewart went to Cleveland and there brought out, on June 12, the *Delaware*, built at Quayle's shipyard, her machinery being built by the old Cuyahoga Steam Furnace Company. He was her chief engineer until the end of the season, which was finished November 29. On his family's account Mr. Stewart concluded to remain on shore, and accepted employment on February 6, 1879, as chief engineer with Lee, Holland & Company, in their large planing-mill at Buffalo,

where he remained until the close of 1882. At that time he resigned to engage in business with George A. Otis in the manufacture of feed water heaters under the firm name of the Stewart Heater Company. They were located originally on Mechanic street, thence removing to Clinton street, where they remained two years; but at the end of that period, desiring more room, they established themselves on Norfolk avenue, Kensington, a suburb of Buffalo, their present location.

In 1880 Mr. Stewart was united in marriage with Miss Ellen Gollop. His children by a former wife were as follows: William, who for fifteen years was a stationary engineer, but is now a motorman with the Buffalo railway; John, who has been engineer for the American Palace laundry about ten years; and David, who died at the age of twenty-seven years. Mr. Stewart died December 7, 1897, loved and respected by all who knew him. He was an inventor of considerable ability, and a man of rare mechanical genius. He was of a most amiable disposition, highly esteemed for his quiet efficiency and uprightness of character.

CAPTAIN DANIEL M. BECKER (deceased) was a representative of a family which came from Holland and located in New York State soon after Hendrick Hudson made his discoveries. The Dutch name was Van Becker, but it was gradually changed to Becker by American use and brevity. With a party of their relatives the family located on a farm on the coast in New York, which place is now owned and occupied by Frederick Becker, a brother of our subject.

Captain Becker was born April 22, 1834, in Charleston, N. Y., but shortly after his birth the family removed to Three Mile Bay, where he later attended the common schools. At an early age, he and three of his brothers—Calvin, William and Hiram—went upon the lakes, being the first of the family to embrace a marine life, and all became owners of vessels or captains, sailing for many years. Hiram died in Chicago in 1892.

Daniel Becker left home at the age of

sixteen and first sailed as mate on the Minnehaha. He was later on several different schooners, and had command of the Florida, Bahama, Thomas Mott, Brightie, Negaunee and Ahira Cobb. From the last named he went to the Everett, of which he was captain up to the week before his death, which occurred at Milwaukee, in December, 1890. He had made his home in Cleveland since 1875, and from 1874 until 1884 was a ship broker and a member of the Board of Trade in that city. During all these years he commanded vessels not a man on board was ever lost. He was a highly respected citizen of Cleveland, and a prominent member of the Ship Masters Association and of the Masonic Order.

On December 25, 1857, Captain Becker was united in marriage to Miss Mary Kelley, a young lady of Irish ancestry, whose father, Michael Kelley, was a pilot on salt water and spent the latter part of his life in Chicago. The Captain and his wife became the parents of six children, namely: Minnie, now the widow of Webster Roberts, who died in 1887; William H., of Cleveland, who married Mamie Gibson, and is a member of the firm of J. H. Outhwaite & Co.; Zuleika, who died in 1884; Calvin, who died in infancy; Calvin, who married Nora Creegan, and resides in Cleveland, and Daniel, Jr., deceased.

CAPTAIN CALVIN HERRICK, one of the old-time ship masters out of Toledo, is a son of James and Martha (Sharpstein) Herrick, and was born in Richmond, Ontario Co., N. Y., January 19, 1819. In 1823 his parents removed to Ohio and located at Maumee. Here the father carried on the business of blacksmithing for a short time, when he removed to Waterville, and while the subject of this sketch was still a lad, his parents returned again to New York and settled in Livingston county. Here young Herrick remained until sixteen years of age, when he went to Perrysburg and assisted his brother Elijah in transporting merchandise by team from that place to Providence.

In 1837 Captain Herrick commenced his career in lake navigation by entering the

employ of Capt. Curtis Perry, going on the schooner Caroline, on which he sailed until 1845, the last two years as mate. In 1845 he was appointed master of the schooner Kentucky, owned by D. B. Smith, of Maumee, holding that position eighteen months. For two years following he was mate of the propeller Globe, commanded by Capt. Henry Wetmore, after which he served two years as master of the schooner Alvin Bronson. In the spring of 1852 he became master of the steamer Henry A. Kent, which he sailed successfully until she was destroyed by fire May 18, 1854. He then sailed the steamer Sciota for two years, and later the propeller Potomac, which he brought out new; also the Queen of the Lakes and the Chicago. He then retired from active service on the lakes.

In 1856 the marine insurance companies along the lakes formed a board of lake underwriters for mutual protection, and employed men in the different divisions of their territory to inspect vessels and report their condition, and upon recommendation Captain Herrick was employed by the board as marine inspector, his district extending from Toledo to Cleveland. This position he held for several years, and subsequently engaged in a similar capacity for the fire and marine and mutual insurance companies. For many successive years he was appointed harbor master at Toledo by the city council, a position he filled most acceptably.

On December 3, 1846, Captain Herrick was united in marriage to Miss Margaret Van Fleet, daughter of Jared Van Fleet, one of the early settlers of Lucas county. Seven children were born to this union, four of whom are now living, the others having died young. Those who survive are Thomas C., now master of the steamer Russell Sage; Mattie E., now Mrs. Elmer Shields; Clara, now Mrs. Charles Beard, and Anna, who became the wife of John Swigart.

Captain Herrick, who died August 14, 1897, retired from active business life about twenty years ago. He was of a kind and genial disposition, and enjoyed the respect and esteem of all with whom he had had any business or social relations. It will be

seen by this sketch that he had for many years led a busy and useful life during the early days of lake and river navigation. The Captain's family reside at No. 3368 Cherry street, Toledo, Ohio.

CAPTAIN JOHN KELLY, a retired ship-master, and at one time largely interested in vessel property, is now a prominent and enterprising business man of Saginaw, Mich. He is a self-made man in the true sense of the term, as he commenced his career on the lakes in the capacity of cook on a scow, and steadily advanced by the application of energy, industry and determination to the position of master and owner until he acquired a competence, which has enabled him to retire from active life on shipboard and take his place in the business world. As a heavy stockholder in the American Commercial Savings Bank, of Saginaw, and of which he is also a director, he is esteemed as one of the substantial citizens of that city.

The Captain was born in County Down, Ireland, March 7, 1845, and is a son of John and Mary (Goslin) Kelly, who, in 1849, came to America, locating at York, on the Grand river, in the County of Haldimand, Ont., where our subject received a primary school education, after which he joined his father at work in a sawmill. He was but twelve years of age when he first adopted a seafaring life, his first venture being as cook on a lumber scow, trading on Grand river to Buffalo, followed by a season on the new tug Howard.

In the spring of 1862, when the Civil war threatened to be of long duration, Captain Kelly determined to join the United States navy. He enlisted at Buffalo, and with a number of other lake sailors was sent to Erie, where he was put on board the old gunboat Michigan. After a short time at drill exercise, he was transported to New York, where he joined the receiving ship North Carolina, and in due time was assigned to the United States cruiser Huntsville, Captain Rogers, belonging to Commodore Wilkes' squadron. It was the good fortune of the Huntsville to capture many prizes, among them the iron brig-rigged

steamer Adella, of Belfast, with a cargo of arms, ammunition and medicine, and the steamer Reliance, with a cargo of cotton; other prizes were Mississippi river steamers, engaged in running the blockade between New Orleans and the British island of Nassau. The Huntsville had a crew of 130, all told, and lost 31 from yellow fever; but none of the young men from the lakes took it. As the close of his term of enlistment drew near young Kelly was transferred to the old frigate St. Lawrence, which visited each ship of the entire blockading fleet, and took on board all the sick, wounded and invalids, and sailed for Portsmouth, N. H., where they were received into hospitals, and it was here that Captain Kelly was honorably discharged from the service, receiving his share of prize money. He returned to Buffalo, and the spring following he again took up his life on the lakes, shipping before the mast on the schooner Lucy Blossom. He made his last trip on her to Boston with a cargo of walnut lumber, and there left her, while he returned to the lakes and shipped on the Castalia. In 1866 he went to Saginaw, which city he made his home port.

In the spring of 1869 Captain Kelly was appointed mate of the tug Ballentine, with Captain Madden, closing the season as master of the tug Ransom, which boat he sailed three successive seasons. It was in 1873 that he first began purchasing vessel property, buying a half interest in the barge Matilda, and after sailing her three seasons sold her, and bought the barge Joseph, of which he was master three years. In 1879 he purchased the tug A. W. Wright, and the barges Sylvia Morton and Norway, going as master on the tug. That fall he sold the Sylvia Morton. The next season he sailed the tug A. W. Wright, and in 1881 assumed command of his barge Norway, and sailed her one season. In the spring of 1884 he purchased the schooner Goshawk, and sailed her five seasons. He then bought a quarter-interest in the J. H. Prentice, put in the machinery, and sailed her until September, 1892, and with the Goshawk and A. A. Carpenter, which he had purchased as consorts, engaged in the lum-

ber-carrying trade. He sold the Goshawk in 1892 and bought the Kittie Brainard, which he sold at the end of that year, and added the S. C. Baldwin and Middlesex to his fleet. Later he sold a two-thirds-interest in the A. A. Carpenter and S. C. Baldwin, he still retaining a third-interest in both boats respectively, and bought the schooner Halstead. The next transfers he made were the steamer J. H. Prentice and consorts Middlesex and Halstead, which he sold to the Shores Lumber Company. Since retiring from the lakes, in September, 1892, Captain Kelly has devoted his attention to his financial interests and real estate in and about Saginaw, as well as looking after his farming interests and hardwood timber lands, also situated in the old Lake State.

On January 24, 1876, the Captain was married to Miss Annie, daughter of Thomas and Margaret Holmes, of Saginaw. One daughter, Eva A., is the only child born to this union, and has just finished her education in the convent of the Sacred Heart at Grosse Point, Mich. The family residence is a handsome modern structure, at No. 937 Genesee avenue, Saginaw, Michigan.

WILLIAM WILSON (deceased). Closely connected with the commerce of the Great Lakes is the family of which the subject of this sketch is a member. There were few more conscientious men in the vessel business than the late William Wilson, of the Wilson Transit Company, brother of the general manager, Capt. Thomas Wilson. He stood high in the esteem of all with whom he was brought in contact.

He is a son of Thomas and Anna (Ried) Wilson, and was born in Pathead, Fifeshire, Scotland, August 7, 1837. At the age of five years he moved with his family to the North of Ireland, on account of a transfer of situations in the Custom House Department to which his father belonged. In 1855 William crossed the Atlantic to Philadelphia, Penn., and sailed some years in the New England coast trade, chiefly between New York and his adopted home. About 1860 he crossed the country to California, and for several years was engaged in a flourish-

ing river trade at that time carried on between San Francisco and Sacramento. By leading a careful, upright life, Mr. Wilson was enabled to accumulate quite a sum of money during his stay in California, most of which he lost through the failure of a bank in which he was a heavy depositor, and he was therefore compelled to begin anew.

About the time his family had decided to move to northern Michigan, he returned to Philadelphia and joined them in locating on Sugar island, St. Mary's river, near Sault Ste. Marie, where they occupied fertile and valuable farming property. In 1881 Mr. Wilson came to Cleveland to enter the office of the Wilson Transit Company, assisting his brother, Capt. Thomas Wilson, who was and still is president and general manager. Mr. Wilson was also the owner of considerable stock in the Wilson company. In 1892 he made a trip to Europe with some of his best friends. Part of the winter of 1894 he spent in California, and soon after his return he was seized with a serious illness from which he suffered until April 24, 1895, when he died at his home in Cleveland, Ohio.

Shortly after his removal to Sugar island, Mr. Wilson was married to Miss Mary McKewin, of Detroit, who survives him. To bless their union came three children: William R., Thomas H. and Jenny E. Many worthy traits were to be found in Mr. Wilson, he was modest and retiring, but generous to a fault, willing to be deprived for the happiness of others.

CAPTAIN JACOB IMSON is undoubtedly the oldest navigator on the Great Lakes now residing at Buffalo, and beyond peradventure the oldest lake master now living. He is a man of marked characteristics. In his prime he possessed the courage and stamina to command a vessel in any emergency, and also had a thorough appreciation of the commercial value of any craft his attention might be called to. He was as quick to decide upon the price he would pay for a vessel as upon what course to pursue when he was confronted by a sudden change of wind, and his judgment was as sound as

his decision was prompt. Furthermore, his conclusions were always sustained by practical results in dollars and cents.

Captain Imson was born at Sempronious, Cayuga Co., N. Y., September 16, 1814, and when he was ten years old, his father sold the farm upon which the family lived, and moved to Chautauqua county. Elias Imson, father of Jacob, and a farmer, was born in Orange county, N. Y.; and Sarah Honsicker was his mother's maiden name. Captain Imson's maternal grandfather lived to a great age. At ninety-three he still worked at his trade, that of shoemaker, and made the Captain's shoes, which were sewed—pegged shoes being unknown at that time. A Bible originally owned by this old gentleman is still in the possession of Captain Imson, and is now one hundred and seventy years old.

The subject of this sketch obtained his education at Sempronious and in Chautauqua county, N. Y. At the age of seventeen he began the first practical work of his life, chopping timber at Dunkirk for the building of the breakwater at that harbor. He was occupied at that work in its season and attended school in winter, during which time he boarded with Gilbert Traverse. In the spring of 1833 he did his first sailing, going before the mast in a fore-and-aft schooner, making only a few trips, however. Returning to Dunkirk he entered the employ of John Beggs, remaining with him for two years, handling cordwood on the docks, as well as the goods that were landed at and shipped off the dock, for which he received \$20 per month and obliged to board himself, and when he worked Sundays got an extra dollar. His next sailing was before the mast on the John Grant, and then on the Stephen Girard. After that he was on the schooner James G. King, owned by Augustus Todd and Smith & Hopkins, receiving from this firm \$30 per month wages as mate, and \$10 extra for handling finances. His next experience was a couple of seasons' service on the schooner William G. Buckner, owned by Smith & Hopkins, who also kept a general store at Dunkirk, and she was laid up at that port at the end of the second season of 1842. In 1843 he

was master of the schooner Albany, and in 1844-45 of the brig Empire, which was built ten miles east of Cleveland, Ohio. In 1846 he became master and part owner of the propeller St. Joseph, which was built by Biddle & Banty, and had a carrying capacity of 20,000 bushels or 4,000 barrels of flour, and originally cost \$28,000. For three months of the season of 1847 Captain Imson was master of the side-wheel steamer Diamond, during which time a half-interest in the old steamer Hendrick Hudson, owned by Capt. Washington Jones and Richmond & Kinney, each having a half-interest in her, was purchased by him for \$27,000. He was master of the Hudson the latter part of that season, and also the full seasons of 1848-49-50-51, plying between Buffalo and Chicago.

In the fall of 1851 he and A. R. Cobb purchased the steamer Buckeye State, the purchase price being \$80,000. Captain Imson became her master the following season, sailing her between Buffalo and Cleveland in the passenger and freight trade, and in 1853-54 between Detroit and Buffalo. She was a financial success, and was subsequently sold to Solomon Gardner at Detroit. Her engine, which cost \$60,000, was the largest on the lakes at that time, and was built at the Delamater Works in New York. The piston had a stroke of eleven feet, and the cylinder was so large that a man could pass through it.

During the time between the years 1854 and 1859 Captain Imson was engaged in farming about sixteen miles from Buffalo, and the spring of the latter year became master and owner of the propeller Sun. At the expiration of eighteen months he had her paid for, and in two years sold her for \$30,000, which was \$8,000 above her purchase price. From 1861 to 1880 he remained on shore, engaged in business. During the winter of 1880-81 he built the steamyacht Huntress, an excursion boat out of Buffalo harbor, which he kept for his own private use, acting himself as her master, and he and his wife lived on board her and enjoyed many cruises around the Great Lakes. In 1885 she was sold to S. S. Staley, and about that time Captain Imson re-

retired permanently from the lakes, but retains his interest in lake matters, however, and always reads the marine columns of the newspapers. Among the relics of his lake career he has a picture of Buffalo harbor taken seventy years ago. Among other things represented in it is the side-wheel steamer William Penn, the first boat the Captain ever saw; she was built very much in the shape of a duck, the prevailing idea at that time being that a vessel would ride the water more readily if built in that way.

Forest Lawn cemetery, at Buffalo, contains a magnificent granite vault, built by Captain Imson, within the walls of which rest the remains of his late wife, Abbie Jordan, who was his companion in life forty-seven years two months and twelve days. The vault is a work of art and very costly; the roof is one solid piece, and at one end is a picture of the steamer St. Joseph, the vessel once sailed by the Captain. He was first married on November 6, 1833, at Dunkirk, to Miss Hepsibeth Traverse, who lived nine years and six days, and was the mother of one child who lived but three months. His second marriage took place at Buffalo in 1847, when he wedded Miss Abbie Jordan, who died childless. She was a descendant in the seventh generation on her mother's side from the Kingsleys, who emigrated to America in the Mayflower. The Captain's third marriage took place at Buffalo, April 17, 1895, when he wedded Miss Clarissa E. Staley, daughter of Sutliff Staley, a farmer residing on Grand island. The residence of Captain Imson is at No. 67 Highland avenue, Buffalo.

CAPTAIN DAVID F. EDWARDS was born in New York City, December 20, 1819, and enjoyed his golden wedding with his estimable wife, surrounded by children, grandchildren and great-grandchildren, on August 29, 1897. He is a son of John Edwards, Jr., and grandson of John Edwards, Sr., who was a son of John Edwards, a member of the House of Lords, from Montgomeryshire, Wales. His mother was Priscilla (Farrell) Edwards, daughter of William Farrell, his maternal grandmother being a

Monmouth, of Monmouth county, N. J., and daughter of an officer of the Revolutionary war.

Mr. Edwards' grandfather, John Edwards, removed to the United States, in 1780, and located in New York City. He went into the scale and beam manufacturing. He was also an evangelist. He believed in preaching in the highways and hedges, and that the structure was not the church, but the people were. The Monmouths were workers of the soil. They came to the United States late in the seventeenth century, and located in what is now Monmouth county, New Jersey.

Mr. Edwards' first nautical experience was had at the age of ten years, when in 1830 he shipped as cabin boy on the bark Sarah, on a trip to Brazil. He further pursued his nautical education in the fore-castle of a man-of-war, the old iron-sided frigate Constitution, at the age of seventeen, after working three months at boat building. Between the years 1837 and 1840 he served on the frigate two years, and eight months on the Pacific. In the fall of 1840, after returning home and being paid off he, with two comrades, bought the schooner Volunteer, and embarked in the oyster trade on Chesapeake bay, out of Norfolk, Va. They made one successful trip to Baltimore, and on returning the vessel carried away her mainmast, the wind a gale at west-northwest, and in trying to make a leeport without a mainmast the schooner was wrecked January 1, 1841, on Sandy Island bar. She broke up, and the crew got ashore in a yawlboat with some difficulty. He then joined the brig Washington, Captain Gedney, on the coast survey, and afterward continued for a season with Captain Davis in the gulf and coast survey.

He then shipped on the bark Magdala, and coasted in the cotton trade. On May 20, 1846, he shipped as carpenter on the bark Grafton, Captain Abbott, out of New York for Canton and the East Indies, but did second officer's duty. In the fall of 1847 he joined the Globe as chief officer. She plied between New York, New Orleans and Galveston, transporting government

stores from the seat of the Mexican war. In 1848 he returned home and worked as shipwright for William H. Webb in New York. In 1849 he went west to Milan, Ohio, near which place he built and launched the first sloop ever laid in Ohio. In 1852 Mr. Webb built the packet ship San Francisco, and started her on a voyage to California. They met a gale of wind off the Bermudas, and the ship sprung her projecting guard beams and sunk. The crew and passengers were picked up by several vessels, and carried, some to England, and others to New York. The Alabama was then sent out to locate the San Francisco, Mr. Edwards going as carpenter, but the missing boat could not be found. The Alabama sprung a leak on the return voyage, and had four feet of water in her before it was discovered. She was saved only by the energy and coolness of Mr. Edwards, who took charge of the pumps for three days and nights.

In 1853 Mr. Edwards went to work in the shipyard of W. H. Webb, and remained throughout the year. In 1854 he returned to Milan, Huron county, Ohio, and between the years 1854 and 1861 he built fourteen lake vessels. In 1862 he suffered an injury, which incapacitated him from work. The following year he went to Bridgeport, Ala., and took charge, as foreman, of the construction of transports and gunboats under the direction of naval constructor Alvin A. Turner, for the Army of the Tennessee. In 1864 he went to Toledo, Ohio, and built the yacht Nomad, the first boat of this kind owned in Toledo. In 1868 he removed his family to Toledo, Ohio, and built a home-stead for himself, where he and his family reside at No. 443 West Lafayette street. In 1873 he built the schooner St. Peter at Toledo, which was wrecked in 1898 on Lake Ontario, and the next year, 1874, the Emma Thompson at Saginaw, Mich. In 1875-76 he built two schooners and a tug at the Portage.

In 1877 Mr. Edwards helped as foreman to build two sections of the Bay bridge for the Sandusky division of the Lake Shore railroad. He then worked in his shop for a number of years, being engaged in build-

ing yachts, etc. He also built trucks for the United States Express Company. In 1893 he built the yacht Neptune. He then took his family to Kansas City on a visit, remaining about one year. In the fall of 1894 he returned to Toledo, since which time he has been engaged in yacht, railway and shop work. His shop is located on Swan creek, opposite the foot of Division street.

On August 29, 1847, Mr. Edwards was united in marriage to Miss Mary J. Logan, daughter of William Logan, of New York City. The children born to this union were: Leah F., now Mrs. Selden M. Clark; and William F., deceased. The grandchildren are Henry E., Pauline (Burget), and Orson B. Clark; and the great-grandchildren are David F., George B. and Harry T. Clark. Mr. Edwards is a Master Mason, and a member of the I. O. O. F.

CAPTAIN PATRICK MYERS may be designated as one of the most vigorous patriarchs of the lake marine, and although seventy-two years of age retains all of his faculties to a remarkable degree. He ostensibly retired from active life on the lakes as master at the close of the season of 1896, but it would not greatly surprise the friends who know him best if his great energy should impel him to again resume his place on the quarter deck.

The Captain was born on the banks of the river Shannon, in County Clare, Ireland, March 13, 1827, a son of Capt. James and Mary (Linane) Myers, and a grandson of Capt. Martin and Mary (Keaton) Myers. On the maternal side he numbers among his relatives President MacMahon, marshal of France during the Franco-Prussian war. The Myers family for many generations were salt-water sailors, and owned their own sloops. The father of our subject died on the Emerald Isle, in February, 1847, and in 1861 the mother emigrated with her family to the United States.

During his early boyhood Capt. Patrick Myers divided his time between attending school and sailing with his father in the sloop Thrasher, so that he was a passably good seaman when he adopted his present

profession in January, 1842, going before the mast in the schooner *Mary Ann*, hailing from Limerick, Ireland, with Captain Mahoney in command. He remained in that vessel two years, after which he shipped in the schooner *Fannie*, passing five years in her and learning many of the mysteries of seamanship. Early in 1848 he shipped in the brig *Hannah* and made the passage to New York, at which port he ran away from his ship and went up the North river to Albany, where he took passage in a canal boat bound for Buffalo. He saw the schooner *Washington Irving* lying at dock and shipped in her as seaman, but at the end of the first month he was made mate and held that office two months, going then in the brig *S. B. Ruggles*. The next spring he joined the old schooner *Suffolk*, with Capt. S. Bigelow, staying with her until the fall of 1850, when he went to St. Louis by way of the Illinois & Michigan canal and the Mississippi river. Upon his arrival in that city he shipped in the steamer *Western World* for New Orleans. His next berth was in the *Glendy Burke*, plying on the Mississippi river in the cotton trade, going thence in a packet steamer to Mobile, Ala., where he joined the steamer *Messenger* for Montgomery. While there he met a man who professed to have a railroad building contract, and joining him he wandered through the States of Alabama and Georgia until his money and outfit were gone, having been generously divided among the members of the party. Returning to New Orleans he then shipped in the steamer *Moses Greenwood* for a trip up Red river to Lake Beshino. The steamer was tied up for debt when she arrived at New Orleans, and he did not get his wages. He next joined the steamer *Bulletin No. 2*, of Memphis, Capt. Charley Church, as greaser, remaining with her until the close of the year.

In the spring of 1852 Captain Myers returned to Chicago and shipped before the mast in the schooner *L. M. Mason*, with Capt. Anthony Gotham, transferring to the new bark *Jessie Hoyt*, whose captain died of cholera that year. In 1854 he was seaman in the brig *Mary*, and the next year shipped out of Detroit in the *Fannie Gard-*

ner, closing the season in her as mate. In the spring of 1856 he was appointed mate of the brig *Mary*, holding that office three seasons, then mate of the *F. P. Gardner* until September 1860, when he was appointed master of the *Mary*, sailing her until 1862. He was then transferred to the schooner *Curlew*, owned by the same parties, and after five years he was in position to purchase an interest in the bark *Norman*, which he sailed. During the winter of 1868-69 Captain Myers superintended the building of the steamer *Arizona* and brought her out new, and while sailing her looked after the interests of the bark *Norman*. In 1870 he was appointed master of the bark *Pensaukee*, a very smart boat, and sailed her five consecutive seasons. His next command was the schooner *J. W. Doan*, which was sold under him in the fall of 1879. In the spring of 1880 Captain Myers purchased the schooner *Gerrett Smith*, and after sailing her four seasons she dragged her anchor in a fall gale and rested her bones upon the beach. He then became owner and master of the *Cheney Ames*, which he sailed with good business success twelve years, or until August, 1896, when he retired after a life upon the water of more than fifty-five years, a record surpassed by but few. He still owns the *Cheney Ames* and possesses a good competency, including considerable improved property in the heart of Chicago, all of which has been acquired by his own energy and business tact, as he had no wealthy or influential friends to aid him in starting out in the business world.

Captain Myers was married to Miss Hanora Ahern, daughter of Thomas Ahern, of Killadysert, his own native town in County Clare, Ireland, and the children born to this union are: James A., who has sailed some, and is now a member of the firm of C. W. Elphicke & Co.; Kate, wife of John Conway; Thomas, now a lake captain; John M., who has also followed the lakes, but is now in the employ of the Chicago water works department; Edward P., who has been master of the schooners *C. P. Minch*, *Cheney Ames* and other vessels, and is now engaged in business at the corner of Robey and Milwaukee avenue, Chicago; Charles A.,

who is also engaged in business in Chicago; and Frank, who is in the employ of the Postal Telegraph Company. The family homestead is at No. 277 Loomis street, Chicago.

DEAN RICHMOND, formerly a resident of Buffalo, who attained more than a national reputation, was largely interested in elevator property as well as in vessel property on the lakes. He was born in Barnard, Vt., March 31, 1804, and was a son of Hathaway and Rachel (Dean) Richmond. He was a direct descendant of John Richmond, who emigrated from Taunton, England, and who in 1637 was one of the founders of Plymouth colony at Taunton, Mass. His ancestors were farmers living in and around this colony, but his father removed to Vermont, where Dean was born. In 1812 the family removed to Salina, N. Y., and there Hathaway Dean met with business reverses, which caused him to go South, and he died in Mobile, Alabama.

When Dean Richmond was fifteen years old he engaged in the manufacture and sale of salt, and was very successful, and before attaining his majority he was chosen a director in the Syracuse Bank. From the manufacture of salt he became a forwarding and commission merchant, and was largely interested in various enterprises. In 1842 he established himself in business in Buffalo as a dealer in and shipper of Western produce, residing at first in Attica and later in Batavia. His reputation for upright dealing was not surpassed by that of any resident of the lake region. Becoming interested in railroads, he was a leader in the movement which at length resulted in the consolidation of seven corporations into the New York Central Railroad Company, and was mainly instrumental in securing the passage of the Act under which this consolidation was effected.

Upon the organization of the company in 1853 Mr. Richmond was made vice-president, and in 1864 he was elected to the presidency, which position he held until his death. Though he failed to secure the advantages of early education, yet by wide and careful reading and by contact with and ob-

servations upon men and things, he became one of the most intelligent and influential men of his time in the State. He was a man of sound judgment, of broad comprehensive views, and of great force of character, being looked up to even from his boyhood as a leader among his associates, and so continued throughout his life. While a young man he espoused the cause of the Democratic party, and enjoyed the confidence of the men composing the Albany regency. A leader of his party in the State of New York, he was made chairman of the State committee, but never held or sought office of any kind.

On February 19, 1833, he married Miss Mary Elizabeth Mead, in Troy, N. Y. Nine children were born to them, of whom four still survive, namely: H. A. Richmond, Buffalo, N. Y.; Mrs. A. R. Kenny, Batavia, N. Y.; W. E. Richmond, Buffalo, N. Y.; E. G. Richmond, Chattanooga, Tenn. Mr. Richmond left at his death (which occurred August 27, 1866, at the home of Samuel J. Tilden) a fortune of several millions to his wife, who built in Batavia the Richmond Memorial Library, in memory of her youngest son, who died in 1885. Mrs. Richmond passed away April 6, 1895.

GENERAL JOHN CARD GRAVES, prominent as a professional and business man of Buffalo, N. Y., was born November 18, 1839, and is descended from pure New England ancestry. The first member of this branch of the Graves family to come to New England was John Graves, who emigrated from England and settled in Concord, Mass., in 1635. He had two sons, Benjamin and John.

Benjamin Graves lived at Concord, and took part in the Indian wars from 1655 to 1657, serving in Capt. Wheeler's company. He married a daughter of John Hoar, from whom have descended the prominent Hoar family of Massachusetts, and to which family belongs the present United States Senator Hoar from that State. Mr. Graves lived at Concord until the close of the seventeenth century, when he moved with his family to Saybrook, Conn., where he died. He had three sons, viz.: Benjamin, John and

Joseph. Benjamin removed to Colchester; Joseph remained at Saybrook, and John went to Killingsworth. They all reared large families. From John descended the large family at Walpole, N. H. Benjamin had a son named Jedediah, who lived for many years at East Haddam, Conn., and from there removed to what is now Sherman, Conn., sometime between 1753 and 1760. Here he died in 1800, aged ninety-two years. From his son, Russell, descended, among others, Hon. John Graves, of Russia, Herkimer Co., N. Y., who was the father of John Ezra Graves, the father of Gen. John C. Graves, the subject of this sketch. Hon. John Graves was one of the pioneers of Herkimer county, N. Y., was a farmer by occupation, and was a member of the State Assembly several terms and also sheriff of his county.

Hon. Ezra Graves was born December 2, 1803, was reared upon the farm, and educated in the common school. Choosing the profession of the law he was admitted to the Bar and settled in Herkimer, N. Y., to practice his profession. For several years he served as county judge, and was State prison inspector during the years 1873, 1874 and 1875. In 1868 he was a member of the State constitutional convention, and was for many years prominent in politics. In 1825 he married Miss Maria Card, daughter of Jonathan Card, an extensive manufacturer, of Herkimer county, and they had nine children—four sons and five daughters—of whom the following are living: John C. Graves, of Buffalo; Mrs. Margaret E. Mayton, of Herkimer, N. Y., and Dr. George Graves, also of Herkimer.

John Card Graves, after attending the common school, was sent to Fairfield Academy, Herkimer county, which he left to enter Hamilton College, graduating from same in 1862, in the classical course. While a student in Hamilton College, he induced enough of his fellow students to enlist to form a company, of which he was chosen captain; but as the quota of the State was full for the three-months' service, the services of the company were declined, and as the boys could not afford to leave college for two years the company was dis-

banded. Soon afterward Captain Graves was chosen major of the Eighty-first N. G. S. N. Y., and held this position until his removal to Buffalo in 1867. He was chosen lieutenant-colonel of the Sixty-fifth Regiment in 1878, and soon afterward colonel, serving in that capacity until he was elected brigadier-general of the Eighth Brigade, which has since been changed to the Fourth Brigade, and is composed of the Sixty-fifth and Seventy-fourth regiments and the separate companies of Rochester, Medina and Jamestown. Soon after graduating from Hamilton College he entered his father's law office as a student, was admitted to the Bar in December, 1862, and entered into partnership with his father, continuing with him until 1867. In that year he removed to Buffalo, and in 1869 he was engaged by the Buffalo Fire & Marine Insurance Co. to take charge of its fire department business, managing it successfully until the great fire in Chicago, October 9, 1871, which compelled the company to go out of business, and he was then chosen to wind up its affairs. In January, 1875, he was appointed clerk of the superior court, and held the position for twelve years. In 1886 he became interested in the building of the Frontier elevator, mention of which is made elsewhere; in 1893 he aided in building the Eastern elevator, and became president of the company. He has recently been made superintendent of the park system in Buffalo, in which he served as commissioner for about fourteen years.

General Graves became a Mason in 1861, joining Herkimer Lodge No. 423, was made master of the lodge, and held that position until he removed to Buffalo. He then became a member of Washington Lodge No. 240, of which he is still a member and of which he was master two years. He is a member of Keystone Chapter, of Hugh de Payne Commandery, and also belongs to Palmoni Council, A. S. R., and to the Rochester Consistory, thirty-second degree.

General Graves was married, in 1864, to Miss Augusta C. Moore, daughter of A. C. Moore, of Buffalo, and they have the following named children: Mrs. Caroline Graves Putnam, Charles B. Graves, Mrs.

Katharine Graves Brown, Maria Card Graves, John Herkimer Graves, Angeline Augusta Graves and Ruth Graves, all of Buffalo except Mrs. Brown, who resides in Chicago, Ill. The General is a Republican in national issues, but is not a partisan in any sense of the word.

CAPTAIN AMOS P. FOSTER. The ex-commander of the lighthouse ship Warrington, Capt. Amos P. Foster, of Detroit, Mich., has had a long and eventful sailing career.

Born in Brooklyn, N. Y., in the year 1834, he attended school in his native town, and later was a pupil at the North River Military Academy. He passed examination for admission to the Naval Academy at Annapolis, but remained there only a short time.

Captain Foster began to sail as a boy on a ship in the China trade. In a few years he worked his way up, until he was given command of the *Horatio*, a full-rigged ship, which sailed between New York and China. When the war of the Rebellion broke out he enlisted in the United States navy, and served throughout the entire period of the war as master and lieutenant commanding. He had command during that time of the gunboats *Delaware* and *Commodore Perry*, and saw much active service, being himself twice wounded. On October 11, 1861, he destroyed a Rebel schooner, having on board guns for a Confederate battery, that had sailed up the Potomac river and entered a creek. Captain Foster volunteered to go and destroy her, and he did so that very day. The official result was that Senator Cowan, of Pennsylvania, offered a resolution tendering a vote of thanks of Congress to Captain Foster.

The gunboat *Commodore Perry* was the first to enter Richmond at the fall of that city, and Captain Foster still has in his possession the flag they carried on that memorable day. The following incident, in connection with this, in which Capt. Amos P. Foster figured as a leading character will be found of interest: Early in April, 1865, the *Commodore Perry*, commanded by Captain Foster, was lying in the

James river, about half a mile above the Dutch Gap canal. The lines surrounding Lee's army were being drawn tighter and closer, and the final blow was about to be struck. Suddenly the sound of heavy firing was heard from the direction of Richmond, upon which Captain Foster at once went ashore in his gig and climbed to the top of the "Old Crow Nest" signal tower, from which he could have an excellent view for miles around. In about an hour he returned, and in a few minutes the flag-ship signalled the *Perry* "Get under way. Take the lead to Richmond. Be very careful of torpedoes." Consequently, anchor being weighed, the *Perry* commenced to steam up the river, and a fine job the crew had destroying torpedoes, no less than fifty-one of these infernal machines being demolished, so that the rest of the fleet was enabled to proceed up the river with comparatively little danger. When the *Perry* reached Fort Darling she ran aground on the obstructions placed across the river. Orders were given the chief engineer to pay no attention to the engine bells, but to force the vessel forward and backward as hard as possible until she was worked off. While this was going on the United States steamship *Malvern*, Admiral Porter's flagship, with President Lincoln on board, came up astern of the *Perry*. As it was impossible for the Admiral's vessel to pass the *Perry*, owing to the narrowness of the river at that point, the President and Admiral had to be conveyed to Richmond in the latter's barge. In attempting to force the barge through the narrow passage that boat was caught close to the steamer's immense paddle-wheel, and the engineer, not being aware of that fact, commenced turning the wheel over. The President, Admiral and crew of the barge shouted, and Captain Foster, remembering his instructions to his engineer, ran to the engine-room hatch and called to that officer to stop. The immense wheel was stopped none too soon, for had it made one more half-turn it undoubtedly would have resulted in the injury to (if not the death of) the whole party. Then the Admiral, rising up in his barge, and in no very good humor, shouted: "Where is the captain of this



Amos Foster

vessel?" "Here I am," replied Captain Foster, leaning over the ship's rail. "Well, sir," said the Admiral indignantly, "when you back off from here, don't you go to Richmond, but anchor down below and allow the other vessels to go up before you." Without a moment's hesitation, Captain Foster, in his usual tone of voice, responded: "Aye, aye, sir," and in a moment more the barge and boats went on.

By the aid of tugs the Perry was dragged with a crash *head first* through the obstructions and continued on its journey up the James towards Richmond, the Commodore Perry being actually the first ship bearing national colors to drop anchor before that city. A few hours later the Malvern dropped anchor near them, and during the evening President Lincoln and Admiral Porter went on board of her. The greatest ordeal of the whole campaign was now before Captain Foster, as he was obliged to go on board the flagship and report to the Admiral the presence of his vessel. But it had to be done. Rowing over to the Malvern, and entering her cabin, he found the President and Admiral seated there. Saluting, the Captain announced: "Admiral, I have the honor to report the arrival of the United States steamship Commodore Perry at Richmond." The Admiral, in a very stern voice, replied: "Captain Foster, I thought I told you not to come up to Richmond." "Sir, I did not understand you so," replied Captain Foster; "I thought you told me that when I *backed off* not to attempt to come up here." "Well," returned the Admiral in the same stern voice, "what of it?" "Sir," said the Captain, in the same measured accents that characterized the entire conversation, "I did not back off, *I ran her over, bow first.*" The Admiral turned all shades of red, but before he could utter a word "Old Abe," seeing the joke, laughingly arose and offered his hearty congratulations to Captain Foster. The Admiral immediately cooled off and, rising, said: "Sir, you can now go on board your vessel; I will see you concerning this matter in the morning." That was, however, the last that ever came of it.

Captain Foster resigned from the navy

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after the war, and devoted himself to different mercantile pursuits until 1891, in which year he again entered the government employ as captain of the lighthouse steamer *Dahlia*, which was his first experience on the lakes. From 1891 to 1895 he remained in the lighthouse engineer's office, and in 1895 was in command of the lighthouse boat *Warrington*. He is still connected with the lighthouse engineer's office, an institution that is indispensable to lake vesselmen.

Captain Foster is married and has one son (who is also married and is now in business in Chicago) and two married daughters. The Captain had two brothers who were shipmasters in the Liverpool and China trade, and who served in the U. S. Navy during the Civil war.

CAPTAIN BARTON ATKINS, one of the oldest lake men both in length of years and service now residing in Buffalo, was born in that city December 6th, 1826. His father, Samuel R. Atkins, died in 1839, up to which time young Barton attended the public schools quite regularly; but after that it was difficult for him to be satisfied in school. Every evening in the summer season, as soon as the children were dismissed, they were all in the habit of going down to the lake to watch the vessels going out of and coming into the harbor. Looking out over Lake Erie to the westward there was a limit to the vision, and young Atkins was exceedingly anxious to see what lay beyond.

At length, in 1842, he went aboard the *Chesapeake*, Capt. D. Howe, master, Elisha Boyington, mate, Harry Watts and James Hathaway, wheelmen, and Albert Harris, engineer, Mr. Atkins being third engineer. Remaining on the *Chesapeake* that season and part of the next, he learned the compass and took great interest in the management of boats. While on this vessel he was placed at the wheel by mate Boyington, and felt very proud of this advancement. In 1844 he went on board the steamer *Rochester* as wheelman, the *Rochester* being commanded by Capt. Thomas P. Folger. In 1845 he was on the *Bunker Hill*. In 1846 he went to Mackinaw on the steamer

Superior, and then shipped as wheelsman on the steamer *General Scott*, running from Mackinaw to the Sault, carrying passengers and freight. Soon afterward he went on the *Independence* on Lake Superior, the captain of this boat being J. M. Averill, the mate James Moody. About the time of the last trip of 1846 he met a gentleman from New York named Cutting, the owner of a mine in the Lake Superior region, and made a bargain with him to go up to his mine and keep the time of the men working there, and an account of the provisions used. Remaining there until June 6, 1847, he went down to the mouth of Eagle river, where lay the schooner *Algonquin*, commanded by Capt. John Halloran, and Captain Atkins was on board of her the rest of that season. In 1848 he was on the steamboat *Baltic*, Capt. L. H. Cotton.

In 1849 he came out on the steamer *Empire* as second mate, Capt. Henry Randall, which steamer, on her first trip, grounded at Cheboygan light, lying there a week before she could be taken off. He then went on board the steamer *Lexington*, which had been chartered by the government to build a lighthouse in the Straits of Mackinac, five or six miles off St. Helena island, at Point Waughoshance. Captain Canfield was the army officer in charge of the work. He had a small boat, in which Captain Atkins went out one day with a couple of men and caught an enormous trout, about five feet long, which he handed up to Captain Fred. Wheeler, of the steamer *St. Louis*, as that vessel passed. In 1850 Captain Atkins went ashore and remained on land until 1863, following various employments. In the year last named he built three tugs at Buffalo, the *Red Jacket*, the *J. B. Dudley* and the *J. C. Morse*, the latter a large river tug which he worked exclusively in the Sault river during 1867, 1868 and 1869. In 1865 he went to Marquette, Mich., and was there engaged in the towing business until 1869, in that year embarking on the *Arctic*, Captain Turner, on which he remained until she was laid up at the close of the season. In 1870 he went to Duluth as agent of the Union Steamboat line for S. D. Caldwell, and

shipped the first bushel of wheat and first barrel of flour ever shipped from that port. In 1871, while engaged there as agent, he wrote a letter to the *Buffalo Courier*, which attracted a great deal of attention among business men, and which led to the establishment or extension of the Union Steamboat line between Duluth and Buffalo, and as a result a commerce was established which has since become immense in its proportions.

Captain Atkins continued at Duluth as agent until 1873, when he became master of the steamboat *Metropolis*, which ran on what was known as the South Shore route, and which Captain Atkins was the means of establishing. The *Metropolis* was a sister boat to the *Manistee*, and he was on her during the seasons of 1873-74. In 1875-76 he was engaged as pilot for various vessels, a line of Canadian vessels running in connection with the Allan line, and carrying railroad iron from the lower lakes to Lake Superior ports for the Canadian Pacific railroad. While thus acting he had the following experience, which will be of interest to all lake men, as it was in reality a race between his vessel and the *Europe*, destined for the same port with a similar cargo. Captain Atkins shipped on board the *California* at Detroit (with a crew not one member of which had ever been to the great lake), being engaged as pilot to take her to Fort William, and thence to Duluth for a cargo of wheat, and return. The master of the *California* was an elderly, fat and jolly Nova Scotia "salty," very anxious to get under way and to overtake and pass the propeller *Europe*, which had passed up four hours before. The first boat to reach Fort William would of course be the first discharged, while the other would have to wait three or four days. But how was the *California*, her master admitting her to be the slower boat, to gain upon and pass the *Europe*? The old "salty" suggested that something might happen to detain the *Europe*, and he wanted to be in place to make the most of any such opportunity that might arise, promising Captain Atkins \$50, in addition to his regular wages, if he should beat the *Europe* to Fort William. The *California*

maintained a uniform speed of nine miles an hour Lake Huron, and it was about 7 P. M. when she entered Detour passage, where by hailing a down-bound boat Captain Atkins learned that it was an even chance if the *Europe* had succeeded in getting above the lock before dark; and as it was a clear, starlight night he determined to keep the *California* under way as long as it was safe to do so. Arriving at the Neebish rapids about dark, she went safely through by getting hold of the lower buoys. At the flats in Lake George the stakes could not be seen even with the glasses, but to overcome this difficulty a boat was lowered, and its crew instructed to pull in line of the windward stakes, holding a light in view, and in this manner the *California* passed through all right. Then Captain Atkins, being familiar with the river, felt assured that he could go through Lake Superior without a lay-over, and upon arriving at the Sault about 2 o'clock A. M., he learned that the *Europe* was tied up in the canal basin above the lock. The lock tenders being in bed he went to the superintendent, Mr. Carlton, who aroused them, and they, inspired with the promise of a ten-dollar note, silently and quickly locked the *California* up onto the level of Lake Superior. Before three o'clock she slowly passed the *Europe*, and by daylight was abreast of Point Iroquois, with the *Europe* not in sight in her wake.

Taking bearings from the run from Iroquois to White Fish Point, Captain Atkins figured a course for the *California* from the latter light to the passage between the easterly end of Isle Royal and Passage island. After rounding Point Iroquois she penetrated a dense fog, which did not lift for twenty-four hours, but she kept on her course at her best speed for about twenty hours, when she was stopped, still in the fog. The lead finding the bottom under deep water she was headed northerly and proceeded as slowly as possible, with steerage way, trusting to find shallow water or the loom of the land. Making her way thus for more than an hour, and not finding either land or a close bottom, Captain Atkins became anxious lest he was lost in the wilderness of waters and vapor; but his

anxiety was soon dispelled by the sudden lifting of the fog, when it was found that the boat was on her way to Thunder Cape, fully two miles north of the narrow passage sought, having passed the two islands, about two miles apart, unawares. The *California* was then given her steam, and, being first to pass up the Kaministiquie river, was soon at her berth at Fort William, having her cargo whipped out by horse-power. Next morning the *Europe* came and moored at her stern, where she lay three days awaiting her turn to unload. The *California* went on up to Duluth, took on a cargo of wheat, and passed Detroit bound down, three days in advance of the *Europe*.

In 1876 Captain Atkins retired from the lakes for good. In 1877 he was appointed northwestern agent of the Wisconsin Central railroad, stationed variously at Ashland, Duluth and Houghton, Mich., retaining this position until 1879, and was then appointed contracting agent for the Chicago, Milwaukee & St. Paul railroad at St. Paul, and remained there until 1883. From 1883 to July, 1885, he was general agent for the Elmira, Cortland & Northern railroad at Elmira, N. Y., at the end of this time being appointed, by President Cleveland, United States marshal for Alaska, with headquarters at Sitka, and he held this position until 1889. Returning to Buffalo, he became agent there for the Reading system, having charge of the freight department, and occupied this position from 1890 until 1893, since which time he has lived at his home, No. 330 Linwood avenue, Buffalo, N. Y. Captain Atkins, although past seventy years of age, is wonderfully well preserved, has a remarkable memory in regard to all things pertaining to the lakes, and has written for the periodicals of the day many articles of interest to which this history is largely indebted. While in Alaska he made a valuable collection of Indian relics, which he presented to the Buffalo Historical Society, where they may be viewed by the public.

In 1852 Captain Atkins was married to Miss Eliza Russell, daughter of Washington Adams Russell, a farmer of Buffalo, whose former farm is now The Meadows, in Lake Park. She was born October 16, 1827,

within eighty rods of where she now (1897) lives. Captain and Mrs. Atkins have had four children, as follows: Elizabeth, born in 1853, now the wife of Archibald Angus McLeod, formerly president of the Philadelphia & Reading railroad, and well known throughout the country; Russell B. Atkins, who was drowned at Marquette, Mich., July 21, 1866, when ten years of age, falling overboard from one of his father's tugs; Nellie, the third child, who died of scarlet fever in February, 1870; and Arthur R. Atkins, born in 1866, now a member of the Great Lakes Steamboat Company, a partner with John Gordon, one of the ablest and most experienced men connected with lake shipping.

Captain Atkins belongs to a family of early lake navigators, his father having been supercargo of the *Walk-in-the-Water* in 1818 and 1819; his uncle, Guy J. Atkins, who was master of the *Nautilus* in 1819 and 1820, besides being an early lake navigator, was a valiant defender of the Niagara frontier during the war of 1812. He was one of Dr. Cyrenius Chapin's picked men for hazardous expeditions, and was at the side of that valorous citizen in the defense of the fated village of Buffalo on the memorable 30th of December, 1813. He died at his home, about twenty miles from Buffalo, in 1871, at the age of eighty-five years. Capt. A. R. Atkins, formerly of Cleveland and Chicago, but now deceased, was a relative of the subject of this sketch.

John Atkins, the great-great-grandfather of Capt. Barton Atkins, emigrated from Cheshire, a maritime county in the west of England, to Waterbury, Conn., in 1724. His son John was born at Waterbury in 1736. About 1750 John Atkins with fifty-nine others purchased a township in the "New Hampshire grant," a county was organized named Cheshire, a town established named Claremont, and there Samuel Atkins was born in 1761. Samuel Atkins' three elder brothers, David, Amos and Chauncey, joined the Continental army and were at the battle of Bunker Hill, serving throughout the war. At the battle of Saratoga they were joined by Samuel Atkins, then sixteen years old, and he served

through the remainder of the war, being at Brandywine and Yorktown with LaFayette. After the war the three elder brothers settled at Cabot, Vt., while Samuel went to New Hampshire, where about 1782 he married Lucy Cady, who died within a year. In 1784 he married Anna Jones, a native of Colchester, Conn., whose mother's maiden name was Gardner, the last named family being closely connected with that of Oliver Hazard Perry, the hero of Lake Erie, whose mother's maiden name was also Gardner, and she and the mother of Anna Jones were either first cousins or sisters. In 1795 Samuel Atkins removed from New Hampshire to Fort Stanwix (now Rome), New York State, where Samuel Rodolph Atkins was born August 29, 1797. In 1801 he removed to Scipio, Cayuga Co., N. Y., living there until 1807, when he removed to Buffalo, where he died December 6, 1812; his widow carried on his farm and hotel until Samuel R. Atkins became of age, in 1818, when she removed to a frame house in which she passed the remainder of her days, her death occurring in December, 1822. Samuel R. Atkins married Wealthy Drake, daughter of Elijah Drake, of Aurora, Cayuga Co., N. Y. Mr. Atkins died July 24, 1839. He and his wife were the parents of the following named children: Abby, born in December, 1820; Helen L., born in 1822; Mary L., born in 1824; Barton, born in 1826; Sarah, born in 1828; Martha, born in 1830; and Eliza, born in 1833. The only ones now (1898) living are Barton and Eliza.

CAPTAIN PATRICK FINN, who is one of the patriarchs to the younger generation of shipmasters and men interested in maritime affairs, and a successful one, has, by a lifetime of right living, commanded the respect and admiration of his business associates and others who come within the circle of his acquaintance.

Although he is approaching closely to the allotted age of man, he has a strong and sturdy bearing and the vigor and energy of younger vitality. He was born in Newtown Barry, County Wexford, Ireland, in December, 1832, a son of Richard and Margaret Finn. After his father's death he came to

the United States with his mother and other members of the family, locating in Oswego, N. Y., in 1846. He attended school and worked on a farm alternately until 1850, when he shipped with Capt. Nate Hamilton on the schooner Pulaski. The next spring he joined the schooner Hudson, commanded by Captain Taylor, transferred to the schooner Texas, which was sailed by Capt. Joseph Kimball, and finished the season on the schooner Cherokee with Capt. George Vickery. He joined the Cherokee again in 1852, Capt. Robert Nicholson having succeeded to the command. The next season he shipped on the notable schooner Plymouth Rock, with his old captain, Joseph Kimball, who always designated young Finn as his boy. He remained on that schooner until April, when he transferred to the Queen of the West, sailed by Captain Moore. In the spring of 1854 he joined the Cherokee, with Capt. Robert Hayes, but closed the season on the brig Champlain, with Capt. J. Higson, of Chicago.

Captain Finn obtained his first office in 1855, having been appointed mate of the brig Buffalo by Capt. John T. Davidson, sailing the next season as mate of the brig John T. Harmon. In 1857, when the new schooner Eli Bates went into commission, he was appointed mate of her, with John T. Davidson as master, followed by a season on the schooner Emeu with Capt. R. Nicholson, remaining on her until 1860, when he was made master of the schooner North Star, which he sailed two seasons. The Captain then purchased an interest in the schooner Theodore Perry, and sailed her until the close of navigation of 1864. The Willard Johnson was his next command, he owning a third-interest in her. She was lost on Point au Rock, the first season. At this time his vessel property began to multiply. It was in 1867 that he purchased the schooner Rising Star, which he sailed with good success financially for five seasons, and in the spring of 1872 added the schooners Trinidad and Kate Kelley to his fleet by purchase. He sailed the Trinidad two seasons, and then bought the schooners H. W. Sage and Lew Elsworth. He assumed command of the former, still retaining his

other interests. After four years as master of the H. W. Sage the Captain retired from active life on the lakes and engaged in the vessel and insurance agency business, in which he has continued for some time with marked success. In connection with his marine affairs, the Captain is owner of real estate to which he devotes a portion of his time.

In December, 1859, Captain Finn married Miss Catherine Shields, and the children born to their union are the Rev. Thomas B., who is professor of rhetoric at Creighton University, Omaha, Neb.; Maggie E., who is now Mother Esperance, in charge of the Sisters of St. Joseph convent in Hastings, Minn.; the Rev. James T., a member of the faculty of Woodstock University, Maryland; Nicholas R., of the Chicago Bar; John T., employed as a general salesman by John V. Farwell & Co.; William P., of the Chicago water office; and Joseph H., of the Chicago Chronicle's staff. The family met with a sad bereavement in the death of Mrs. Finn, in June, 1898. The Finn homestead is a fine modern structure at No. 622 Jackson boulevard, Chicago, on the site of which the Captain has resided for twenty years.

CAPTAIN JOHN DEAN SULLIVAN was born at Cape Vincent, N. Y., August 14, 1825. At this place he lived only a short time, however, when the family moved to Point Peninsula, and later to Sacket's Harbor, in the public and private schools of which places he received his education. In September, 1837, he came to Detroit, remaining there for some time, removing thence to Windsor, his present home.

At an early age he had a desire for the marine life to which he has since devoted his time and attention. When only twelve years old he went on a small vessel called the Swan, running from Point Peninsula to Sacket's Harbor. Soon after this time he entered a grocery store in Windsor, and there remained during the "Patriot war," after which he again resumed marine work. He shipped on the brig John Dougall before the mast, and after a part of a season in that position returned to Point Peninsula

and worked in Asa Wilcox's shipyard for some time. In the fall of the same year, however, he was in charge of the schooner Eclipse for a short time, and in the spring went on the schooner Asa Wilcox before the mast, and spent the season in that position. For two seasons he remained on shore, and then bought some land near Point Pelee, where he spent the winter, coming to Amherstburg in the spring of 1843, from where he shipped on the schooner Mariner, of Kingston, as able seaman. This vessel was engaged in taking the troops along the Canadian coast to their different destinations after the close of the rebellion in Canada. After leaving this vessel he returned to Sacket's Harbor and went on the schooner Cambridge, on which he remained one year, and in the fall entered the employ of J. W. Strong, of Monroe, Mich., who was engaged in dredging the channels to the lake. Upon the steamer General McComb as wheelsman, running between Detroit and Toledo, he was employed a short time. In the following year he sailed on the schooner Mohawk, Michael Dousman and Chapman, as able seaman. Upon the brig Crispin he shipped as seaman; in the same year he became second mate; in 1847 took a position of mate, and was put in command the same season. The same year the Northwest Insurance Company sent him to Lake Huron to repair the brig Orleans and return her to her owners. In 1848 he sailed the brig Crispin, and in 1849 sailed the schooner Alvin Clark, both of Detroit. In 1850 kept a grocery and provision store in Detroit. In 1851 he was sent to Kingston by the insurance company to repair the brig Orleans, after which he sailed her for one season, and then sold her in Milwaukee. In the fall of 1851 he went to Cleveland as coal purchaser, and the following season took command of the schooner Alvin Clark, which he retained two years, and during that time brought the first locomotive running on the Great Western railroad of Canada, from Buffalo, N. Y. In 1854 he went on the brig Mohegan, which was engaged in carrying the first stone to build the Sault Ste Marie canal. During the same season he spent some time

on the brig Portland, and in 1855 bought an interest in the propeller Hercules, which he sailed for several years. Upon this boat, in 1856, he was engaged in carrying freight across the Detroit river. The same year he had a contract to carry the stone used in building the Grand Trunk railroad branch between Detroit and Port Huron.

In 1857 he did the ferrying work for the Great Western railroad. In 1858 he was in command of the steamer Gore, towing. The year after, in Detroit, he was given the position of stock agent for the Great Western railroad. In the winter of 1860 he took charge of the side-wheel steamer Transit, and remained until 1864, when he went on the steamer Union for two years. He looked after the repairs of this boat and the building of the steamer Great Western, going upon the latter January 1, 1867, where he remained as master until 1871. He was then appointed superintendent of ferries, and looked after the building of the steamer Saginaw in 1872; the Transit in 1873, and the Michigan in 1874. In this position he remained until 1881, when he was appointed superintendent of the D., B., I. & W. Ferry Co., a position he held until 1884. He then went to the steamer Lansdowne, a ferry operated by the Grand Trunk Railroad Company, and there acted as master until July 1, 1896.

Captain Sullivan has had a very wide experience in all marine affairs on the Great Lakes, and has a thorough knowledge of that work in its several departments. He now holds a certificate of the old Board of Lake Underwriters of Buffalo, dated 1856, and signed by Helphinstein, Daffins, Dorr and others; also the International Underwriters Certificate of 1859, presented to him by the board of underwriters before the licensed certificate for masters and engineers was granted on the lakes. He is now the efficient agent for the following well-known English and Scotch insurance companies: The London Guarantee & Accident Co.; The Standard Life Assurance Company of Edinburgh, Scotland, and The Caledonian Insurance Company of Edinburgh Fire Risks.

On December 22, 1847, Captain Sullivan

was married to Miss Charlotte E. Westaway, a sister of John A. Westaway, who is at present superintendent of mechanical works of the Michigan Central ferry department. Five children have been born to them: Caroline Elizabeth, who was married to J. A. Johnston (deceased), and afterward married to Alex. Gillean, of London, Ont.; Mary A. (deceased), who was married to D. T. Smith, of Windsor (also deceased); J. William, who is a marine engineer; Charles A., who also spent several years of his life in this occupation; and Adie D. (deceased), who was married to A. Gillean, of London, Ontario.

CAPTAIN JULIUS BRETT. The life of a sailor in its varied aspects, on the ocean, on the large rivers of the United States, and on the Great Lakes, is an old story to Captain Brett, of Cleveland. His experience, extending over a period of nearly fifty years of active sailing, has been full of change and variety, and he is able to relate many interesting narratives connected with his seafaring life.

The Captain was born in Liverpool, England, October 1, 1816, and at the early age of ten years he made his first voyage with his uncle, Captain Julius Brett, who had taken a great fancy to him. He commenced life as a sailor in November, 1830, leaving Liverpool on the ship *Lady Gordon* for the East Indies, Cape of Good Hope, Batavia and Singapore, and his position on the ship being that of apprentice. He made three voyages from Liverpool to Bombay, and then, shipping on the brig *Gypsy*, of New Castle, he made two voyages to Bordeaux.

In March, 1837, Captain Brett left Liverpool for Charleston, S. C., on the *Nimrod*, which was a ten-gun brig, originally belonging to the English navy. At one time that vessel was wrecked off Holyhead, and when raised it was converted into a merchantman. On arriving at Charleston our subject left the *Nimrod* and walked to Georgetown, where he shipped on a coasting vessel engaged in carrying timber to New York. He made several trips between New York and Charleston on that vessel, and then on the

ship *Groshus* made a voyage to Havre, France. Returning to the United States on the ship *Ganges*, of Richmond, Va., he later made one trip on the schooner engaged in carrying slaves from Norfolk, where they were raised, to market in New Orleans. Captain Brett spent one winter on the Ohio and Mississippi rivers, and on leaving the Ohio Valley, at Wellsville, in the spring of 1838, he proceeded overland to the lakes, where he shipped on the hermaphrodite brig *Rocky Mountain*, taking a load of flour and corn to Green Bay, Wis. Later in the same year he spent some time on the brig *Virginia*, returning to the Ohio river in the fall and remaining there during the winter. In the spring he went overland from Peoria, Ill., to Chicago with a companion named Burton and took a steamer for Cleveland, where he again shipped on the *Rocky Mountain* for one season.

Captain Brett was wheelsman on the steamer *Constellation*, a vessel carrying a cargo of one thousand barrels of flour. In 1841 was second mate on the ship *Milwaukee*, in 1842 and 1843 was mate on the brig *Robert Hunter*, and in 1844 was made master of the latter vessel, retaining command for two seasons. During the next season he sailed the brig *Hoosier*, and for two years was master of the schooner *Lewis Cass*. In 1849 he sailed the schooner *Hope*, and later in the season was mate of the propeller *Illinois*, and in 1850 also was mate of the latter vessel. During the two seasons following he sailed the steamer *Minnesota*, but spent the greater part of 1853 on a farm. In the fall of 1854 he took the steamer *Illinois* for one trip, and was mate on the propeller *Oriental* for the remainder of the season. He commanded that vessel in 1855, was master of the propeller *Cuyahoga* during the greater part of the next year, and then had command of the propeller *Racine* for the remainder of the season and for the five following years. He sailed the *Empire State* for two years, the *Oneida* for one season, the *Dean Richmond* for two seasons and the *Colorado* for five years. His last vessel was the propeller *Java*, which he sailed for one season, retiring in the fall of 1872 to his beautiful

home at 532 Woodland avenue, Cleveland, where he is now living, retired. He is held in high regard by all who know him, and his circle of friends and acquaintances is extensive. On December 17, 1842, Captain Brett was married to Miss Eunice Musson, of Cleveland, by whom he had three children: William Dixon Brett and Mrs. Bell Delphine Donaldson live in Buffalo, N. Y.; Stephen Julius Brett was drowned in 1855, at the age of seven years, off the propeller Oriental, at Buffalo.

CAPTAIN ALFRED M. WOLF, whose life came to a tragic end in January, 1896, was one of the well-known lake navigators of the earlier days. He was born in Dover, Ohio, a small place near Cleveland, in 1828, a son of John Wolf, a cooper, whose birthplace is Norfolk, Va. He commenced sailing in the early 'forties, rising rapidly to the position of master, and later owning shares in various vessels, one of them being the C. Y. Richmond. He served in the 151st O. V. I., during the greater part of the Civil war, in company with his brother, Michael Wolf, of the regular army, who died three months after he left the army, from a wound he received in battle.

Captain Wolf married Miss Caroline Rentchler, of Cleveland. Their children were: Alfred, now deceased; George S., a marine engineer and inventor; Albert H., who is the inventor of a method of raising sunken vessels; and Arthur H. J., who is a farmer. Captain Wolf met a tragic death in Rocky river, January 4, 1896, being assaulted and robbed of a large sum of money he was carrying, and was killed. His body was found under a trestle of the New York, Chicago & St. Louis railroad.

GEORGE S. WOLF. A young marine engineer who has distinguished himself in the field of mechanical invention is George S. Wolf, of Cleveland, a son of the late Capt. Alfred Wolf and his wife Caroline (Rentchler) Wolf. He was born in West Dover, Ohio, near Cleveland, January 24, 1868, and his sailing experience began when he was fourteen years of age. He spent two seasons on board of the steamer Smith Moore, and

part of another on the steamer James Pickands. Then he took a fancy to join the United States Navy as means of gaining useful experience and seeing something of the world.

On the cruisers Saratoga, Jamestown and Minnesota he cruised entirely around the world, his position on board being that of an apprentice. He also spent a period on board the Boston in the West Indies, after which he left the service, with an honorable discharge and continuous service certificate, having been connected with it over three years, and being then twenty-one years of age. He received his first papers as engineer after returning to the lakes. In 1890 he shipped as oiler on the steamer James Pickands, the following season becoming master of the scow Modock. After leaving the Modock he purchased an interest in a fish tug. In 1894 he retired from active sailing, and has since devoted himself to mechanical engineering, doing machine shop work and setting up machinery. Mr. Wolf is the inventor of two high speed and compound marine engines for which are claimed many points of merit. One set of valves does duty for both the high and the low pressure cylinders, thus effecting great economy, and also increasing the operating facilities and accessibility, and tending to produce high speed, smoothness of running, durability and strength. These engines are lighter and more compact than the usual forms; they have balanced valves, and rotation parts, and have from twenty to eighty per cent. less port clearance to waste steam than other engines. Mr. Wolf has had a long experience in machine shop practice, and is prepared to build and furnish these engines complete. He is also the inventor of a balance slide valve which removes the pressure from the back of the valve. Another invention is an automatic siphon to be placed in the hull of vessels. It starts automatically as soon as any water appears in the bilge and stops working when all the water is out.

On January 31, 1894, Mr. Wolf was married to Miss Ida I. Sharp, of Cheshire, Mich. They have two children: Aletha Marina and Norman Adelbert.

MICHAEL LIVINGSTON, the hale and hearty mate of the Toronto Ferry Company's steamer *Mayflower*, comes from a family of sailors, his father, a native of Scotland, having been an officer on an English man-of-war, and in fact served in the Royal navy for some twenty-one years, when he retired honorably on a pension. Our subject's mother was an English woman.

Mr. Livingston has now been sailing for over forty-five years, and although comparatively an old man, he has a most marvelous memory, and recalls his early experiences on the Great Lakes with the utmost ease. At the age of sixteen he shipped on the fore-and-aft schooner *Trafalgar*, which had a capacity of 20,000 bushels. He then went on the schooner *Peerless*, of Bronte, remaining on her nine years, when he joined the crew of the schooner *Lewis Shickluna*. From the *Shickluna* he went on board the *Sir Edmund Head*, of St. Catharines, remaining on this boat for two years. After this Mr. Livingston was for nine years on the tug *N. P. Sprague*, engaged in towing rafts from Malden to Buffalo and Tonawanda, and then for a season he was mate of the three-mast schooner *Gibraltar*, of St. Catharines. He was afterward respectively on the fore-and-aft schooner *J. McLeod*, of St. Catharines; mate on the *Queen of the Lakes*, the *Hotchkiss* (which had a capacity of 1,500,000 feet of lumber); the *Otonabee*, mate of the famous old tug *Robb*, which took an active part in repelling the Fenian invaders in 1866, and still exists as a dismantled hulk alongside the dock at Victoria Park, Toronto. Mr. Livingston was afterward on the steambarge *Wales*, engaged in the lumber trade, and has for the past eleven years been in the service of the Toronto Ferry Company, being at present mate of the steamer *Mayflower*.

He has been twice wedded, his last marriage taking place September 22, 1897, and he resides at No. 269 Jarvis street, Toronto, Ontario.

CAPTAIN CHANCEY RICHARDSON, for a long time a resident and one of the most prominent citizens of Ashtabula, Ohio, is at this writing deputy collector of customs

at that port, and to him is due the credit of much of the statistical matter in this volume having reference to the commerce of the harbor. He is a son of Capt. Henry and Mary (Cunningham) Richardson, and was born December 23, 1833, at Madison, Ohio. His father was appointed light-keeper of the Madison docks, Ohio, in 1844, and remained in charge of the lighthouse until it was discontinued by order of the lighthouse board. In 1849 he removed with his family to Ashtabula, purchased real estate, and as a pioneer of that flourishing hamlet became one of its most active and esteemed citizens. He died in 1858 after having lived a useful life.

Chancey, the subject of this sketch, received what was considered a liberal education for those days, in the district schools of Madison and Ashtabula. Early in his life he entered the employ of the Ohio Stage Coach Company, at that time running a line of coaches and hacks between Warren and Ravenna, carrying passengers and mail. This company ran their business on schedule time. The line also performed like services between Buffalo and Cleveland, and in fact between other profitable points in Ohio, before the railroads were built. Young Richardson's first duties consisted in carrying mail on horseback between Warren and Ravenna. It is evident that he gave satisfaction to the management as he was in due time promoted to be driver of a coach and four, a position of far more importance than that of conductor of the fast train of to-day, in the young mind. He drove his four-horse team at a spanking gait into Ravenna at the first train on the Cleveland and Pittsburgh railroad. He remained in the stage-coach employ until the railroad encroached so seriously upon the traffic that it was compelled to carry the business farther west and south. At the specified time all the stock, horses, stage coaches and wagons started for Columbus, where the entire plant was turned over to the new company, young Richardson resigning his own team after his arrival. On his return home he was strongly seized with a desire to become a sailor, with the laudable end in view of attaining to the office of cap-

tain of vessels in the dim future. He therefore went down to the lake, and shipped as cabin boy on the steamer *Cleveland*. The next season, being a well-grown lad, he secured the berth of second porter on the noted steamer *DeWitt Clinton*. The next three years he passed as cook and before the mast in various vessels, among them the *Arctic*, in 1853, which came out new that year. In the spring of 1854 he shipped as wheelsman in the new steamer *Iron City*, and was promoted to the office of second mate. He was also second mate of the schooner *New Lisbon* with Capt. H. G. Morey. In 1855 he joined the schooner *Rainbow*, Capt. H. Hall, as second mate, followed by two seasons on the schooner *Carrington* and *Seabird* as mate, respectively, Captain Hall being in command of the *Seabird*.

With the lapse of time Captain Richardson became a skillful seaman, and during the period between 1857 and 1860 he was second mate and mate of many good vessels, viz.: *Brig Blossom*; schooners *Altair*, *Oak Hill*, *B. F. Wade*, *Anna C. Raynor*, *Rocket*, *White Squall* and *Sioux* with Captain Ford; wheelsman on the propeller *Portsmouth*, and second mate on the new steamer *B. F. Wade*, with Captain Goldsmith. In the spring of 1860 he was appointed mate of the schooner *Bay State*, and the next two seasons he sailed with Captain Hall as mate of the schooner *Corinthian*, closing the last season on the bark *Naomi*. In May, 1863, he was promoted to be master of the schooner *Jessie*, followed by two years as master of the schooner *New Lisbon*. In the spring of 1866 he shipped as second mate on the steamer *Fountain City*, transferring to the new schooner *Amaretta Mosher*, the next year. In the spring of 1868 he joined the schooner *York State*, transferring to the new schooner *Edwin Harmon*, on which he closed the season. He and his brother Wesley C., now a prominent vessel owner in Cleveland, then purchased a half-interest in the schooner *Transport*, which he sailed as master, and his brother as mate. At the close of the season the brothers sold their interests in the schooner *Transport*,

and the Captain decided to retire from active life on shipboard.

Captain Richardson then associated himself as secretary and manager, with George G. Cooper, in his meat market business in Ashtabula, which he conducted successfully for six years. This market was the pioneer in supplying meats to the lake trade at Ashtabula, the first good customer being Capt. C. Allen, of the steamer *R. J. Hackett*. Captain Richardson then embarked in the grocery business on his own account, and after nine years of successful trade sold out, and soon after went to Lorain to take charge and settle up the business of Mr. Tuntz's ship-supply store. In 1885 he shipped for a short time as wheelsman on the steamer *J. H. Devereux*, of which his brother Wesley is manager. He then passed some years in the grocery store of H. C. Tombes, and as clerk in the American National Express office, also in the store of Gee & Rogers and other business houses, until 1890, when he retired from active business life for a well-earned rest, profiting by the time thus at his disposal, however, by building for himself two commodious residences. In 1894 he accepted the position of deputy collector of customs, tendered by President Cleveland, and is the incumbent at this writing.

Socially, he has been a member of the Odd Fellows fraternity for twenty-two years. He is a man of good influence in Ashtabula, and has hosts of friends, especially among young men, whom it gives him pleasure to assist in getting berths on shipboard and at other employment when occasion arises. Although sixty-four years of age, he has the bearing and appearance of a much younger man, and as a descendant of old Massachusetts stock he gives evidence of great vitality. In official duties he is accurate and careful of details, his reports being rendered with unusual clearness and precision.

On January 7, 1856, Capt. Chancey Richardson was united by marriage to Miss Eliza A., daughter of Adnah Scoville (one of the pioneers of Ashtabula, and an extensive land owner; he was mayor of Ashtabula one term—1848-49). Two sons,

Clarence E. and Charles H., were born to this union. The former is secretary of the Bradley Manufacturing Company, is mayor of the city, being nominated by acclamation, and the latter is bookkeeper in the wholesale house of Richards Brothers. The family homestead is at No. 5 Scoville court, Ashtabula, Ohio, where the family is surrounded by every evidence of comfort and refinement.

CAPTAIN GEORGE ROBSON has been associated with the tug interests of Buffalo harbor for about thirty years, sixteen of which he spent in the service of the White Star line, and during his time has been on almost all the principal harbor tugs. He is accounted a capable and reliable tug man, is of a modest, retiring nature, careful in his money matters, devoted to his family, and does not indulge in intoxicating liquor of any description.

The Captain is a son of William A. and Betheny (Steel) Robson, the former of whom was a hotel-keeper; both parents died when George was twelve years of age, thus compelling him to begin the struggle of life at a great disadvantage. He was born at Buffalo June 27, 1855, and because of the loss of his parents as above related was not favored with much education. In fact he left school to begin the work of earning his living, shipping as deckhand on the tug Port Smith, with Albert Green as master. He was subsequently engineer, respectively, of the tugs Syracuse, Champion and Double Exhaust, one season each. His next service was as second engineer of the Canadian steamer Prairie State, on which he remained for one season, after which he became engineer of the tug News Boy for a couple of seasons. For the next twelve successive seasons he was master of the Post Boy, and for four seasons thereafter of the Lennox, which was none other than the News Boy. The next berth occupied by Captain Robson was that of engineer of the tug Hi Smith for the season of 1877; she was wrecked about November 1, of that year, near Port Maitland, becoming a total loss, but the crew were picked up by the schooner Grace Amelia, which had been in tow of the

Hi Smith, and safely landed in Buffalo. In 1878 Captain Robson was engineer of the tug Minnie Maytham, continuing on her until she was sold, and the following season he went one trip to Pequaming, Lake Superior, as second engineer of the steamer Huron City. He was also a year in the Buffalo Last Factory, owned by Dr. Abbey, and was engineer of the tug William Morris when she sank at the dock in the canal slip at the foot of Lloyd street. For one season he was at Dunkirk on the tug Dave & Mose, towing for Jennings & Co., contractors, and at Erie harbor on the tug Maggie Ashton for the same firm. He was also at Sandusky a couple of months engaged in tug work, and also served for a couple of trips as engineer on the Erie canal between Buffalo and New York. For the season of 1896 Captain Robson was master of the tug Annie M. Pierce. For season of 1897 he was engaged in the saloon business until July 15, when he sold out, and during the balance of the year was with the Buffalo Belting Works as engineer; for season of 1898 he was captain of the tug Trenton.

Captain Robson was married, November 7, 1877, to Hannah Heary, by whom he has had ten children. Those now living are Mary, Katherine, Florence and Irene. Socially, our subject is a member of the Knights of the Maccabees, and of the Harbor Tug Pilots Association of Buffalo, New York.

CHARLES A. BLOOMER, formerly president of the Western Elevating Association, is a native of the Empire State, having been born May 15, 1818, at Scipio, Cayuga county, of Quaker parentage. He is a son of John and Tamma (Chamberlain) Bloomer, the former of whom was born in Westchester county, N. Y., and the latter near New Haven, Conn. The Bloomer family on both sides trace their ancestry back to early English colonists of Plymouth Rock.

The education of Charles A. Bloomer was received in the common schools, and during his boyhood he lived successively in the counties of Cortland, Seneca and Ontario, to which his parents moved. While yet young he learned the trade of carpenter,

millwright and contractor, and in 1852 removed to Rochester in order to establish himself there in the business of millwright. For several years he was thus engaged in the "Flour City," where his skill at his trade led to his recognition as one of the ablest men in that line in the country. In 1854, through some financial complications, Stephen Whitney, of New York, became virtually the owner of a chain of flouring-mills located at Oswego, Macedon, Rochester and Black Rock, and Mr. Bloomer was placed in charge of the property, with authority to lease, sell or operate, according to his own judgment, and it was while he held this trust that he rebuilt the Frontier Mills at Black Rock. In 1856 he became one of the lessees of the Exchange Mill at Rochester, operating it until 1862, in which year he removed to Buffalo to take charge of the construction of the elevator built that year by William Rankin, Alfred Ely and Ashley Hall. This elevator, after passing through the hands of several different owners, became the property of Greene & Bloomer in 1881, burned down in 1889, and was rebuilt in 1890. Mr. Bloomer became part owner of this elevator, and in 1890 was president of the company that owned the property. In 1885 Mr. Bloomer was chosen president of the Western Elevating Company, retaining the position until 1890, when he was succeeded by George Sowsby. The same year he became a stockholder and president of the Exchange Elevator Company, relations which he still sustains, the office of the company being at No. 66 Board of Trade Building. Mr. Bloomer's elder brother, Dexter C. Bloomer, has been for many years a prominent lawyer of Council Bluffs, Iowa, and another brother owns a fine farm and vineyard on the eastern slope of Seneca lake. Mr. Bloomer is a member of the Merchants Exchange, of the Young Men's Christian Association, of the Buffalo Library Association, of the Republican League and of the Delaware Avenue Methodist Episcopal Church, of which latter he has been a trustee and treasurer many years.

On October 15, 1839, Mr. Bloomer was married, in Newark, Wayne Co., N. Y., to

Miss Cornelia Frear, and on October 15, 1889, they celebrated their fiftieth anniversary. Mrs. Bloomer died September 2, 1894. Mr. Bloomer has his home at No. 28 Orton Place, Buffalo, New York.

CAPTAIN WILLIAM KYNASTON, who has been lighthouse keeper at Milwaukee for the past twenty-seven years, is the oldest lighthouse keeper on the lakes, and, though he has reached the ripe old age of four score years, is one of the most faithful and capable men in the service. He has had a wide experience on the seas, and his long and active career has been full of stirring incident and shifting fortune. He was born in Liverpool, England, in 1818, and began his seafaring life at the age of twelve years as an apprentice aboard a vessel. In the winter of 1835-36 he came to the United States, and in 1837 he entered the United States navy, and for three years cruised in the Mediterranean and elsewhere, and in 1840 he was paid off at the Charleston Navy Yard, Boston. For two years he was engaged in the American merchant service on the seaboard, coasting in winter and sailing to Europe in the summer.

Captain Kynaston first visited the lake regions in 1842, shipping May 1, before the mast in the brig Hoosier. In the winter he went to Quebec and thence to sea. Returning to the lakes, he was in 1843 cast away in the ship Superior, the last full-rigged ship on the lakes. That year he entered the employment of Mr. Reed, of Erie, and was with him until 1847, spending the winters on the seaboard. In June, 1847, he removed with his family to Milwaukee. He followed the lakes for three years, and in 1849 was captain of the schooner Henderson. He became an Argonaut, in 1850, reaching California overland. His stay on the Pacific coast was brief, for in 1851 he returned to the East, *via* the Isthmus of Panama, reaching New Orleans in March of that year. The trip was full of perils, and Captain Kynaston narrowly escaped death. Returning to the lakes, he, in 1851, became master of the Baltic for Anson Eldred, and in the following years commanded several other vessels. In 1866 he began a service

as pilot of the Johnson, which continued five years, and until his appointment; in February, 1871, as keeper of the lighthouse in Milwaukee. During his long and continuous service in this capacity the lights of the lakes have from time to time been greatly improved. The Captain has been instrumental in saving the lives of many people, and has received the official recognition of the government for his gallant services. He is regarded as one of the best informed and most efficient keepers on the the lakes.

In politics he was formerly a Whig and since a Republican. He has been twice married. In 1846, he was married in Erie to Miss Irene Merwin, by whom he had four children as follows: John B., a land agent at Milwaukee; William A., a fisherman; Irene, deceased; and Charles T., deceased. The mother of these died June 7, 1860. Captain Kynaston's second wife was Miss Emma Howder, of Lockport, N. Y., by whom he has three children: Nellie; Frances, who died in 1870; and Raymond Moss, who was drowned off the pier, September 25, 1880. The Captain is one of the hale old men, and at the age of eighty can write like print. He is well known to the lake men, by whom he is universally esteemed.

CAPTAIN CARLTON GRAVES. One of the oldest vessel masters on the Great Lakes is Capt. Carlton Graves, now in command of the steamer Keystone, who has sailed on the lakes for half a century and has held the rank of master some forty years.

Captain Graves comes from a race of sailors; one of his ancestors was Admiral Graves of the English Navy. His paternal ancestor, Thomas Graves, settled near Boston in 1642, and one of his descendants was a member of the far-famed Boston Tea-party. Captain Graves was born in Pomfret, Chautauqua county, N. Y., in 1829, the son of Eli and Nancy A. (Crane) Graves. The father was born in Berkshire county, Mass., and the mother in Litchfield county, Conn. Eli Graves was a farmer, but his four sons followed the water, and became vessel masters on the Great Lakes. The family moved to Madison, Ohio, in

1836, and ten years later Carlton Graves began sailing as a boy on the little scow Swallow out of Fairport. Later he sailed as seaman before the mast on the schooner North Carolina, the brig Virginia, the schooner Atlas, brig John Irwin, schooner Petrel, and schooner S. L. Noble, in 1855 becoming master of the schooner Caroline E. Bailey, a vessel of 122 tons burden, which he took out new. Captain Graves had become what was known in those days, as a "marline spike sailor," being able to do all the work of fitting out and rigging vessels. Following the Bailey, he sailed the schooner Trenton one season, the scow L. E. Fortier two seasons, the William B. Hibbard one season, and the A. P. Nichols, two seasons. He made in the Nichols what is said to be the quickest trip any sailing vessel ever made between Chicago and Buffalo, taking a cargo of oats for the French troops in Mexico from one point to another in three days and eleven hours. He sailed the Sam Ward two years, making a trip from Chicago to Buffalo with grain, going to Erie and taking a cargo of coal back to Chicago in twelve days. At another time he made a similar trip in thirteen days. In 1865 he went to the schooner Lookout, sailing her two seasons. Then he sailed the Oliver Culver, the bark Thomas B. Rice, and the schooner Lewis Wells, L. J. Farwell and the Valentine in succession, losing the Valentine in a gale off Cleveland, the vessel foundering and the crew remaining in the small boats seventeen hours before reaching land. Following this he sailed the barge Iron-ton, the Daniel E. Bailey and the John S. Richards, owning one-third of the Richards, and being in command of her five years. He owned one-half of the schooner Zach Chandler, and sailed her two years; owned one-half of the steamer Benton, but did not sail her, and owned the schooner Columbian, and sailed her three years. Then he sailed the Charles Wall two years, the propeller Cormorant one year, and the propeller Keystone, of which he owns part, five years. The Keystone was burned near Big Summer island, Lake Michigan, September 19, 1898.

Captain Graves married Mrs. Edna Bragg Smith, daughter of Capt. M. W. Bragg, of the Union army, who was confined in Libby Prison during the war. Her father was one of the three brothers, one of whom besides himself, Gen. E. S. Bragg, served in the Union army, and the other, Gen. Braxton Bragg, served in the Confederate army. Capt. M. W. Bragg lives now in Pontiac, Mich.; he served in the battle of Buena Vista in the Mexican war, with General Taylor in the Seminole Indian war, and in the war of the Rebellion. Captain Graves' children are Viola E., now Mrs. J. H. Wallace, of Faulktown, S. D.; and Vernon A., who for four years has been an engineer in the Fairmount pumping station in Cleveland. The latter spent several years on the Great Lakes, being mate of the Richards, Columbian, Thomas L. Parker, and Zach Chandler, and second mate on the steamer Keystone. Mr. Graves was married in 1877 to Miss Cora Potter, of Madison, Ohio, who died in 1880 leaving one little girl named Minnie. In 1887 he married Miss Cordelia Gauthier, of Kankakee, Ill. Their children are Carlton, Lewis, Ida, and John Albertis.

Captain Graves is a member of Lake Shore Lodge, F. & A. M., Madison, also of Thatcher Chapter No. 101, Cleveland, Ohio, and Lodge No. 4, Ship Masters Association of Cleveland. He resides at No. 57 Bigelow street, Cleveland, Ohio.

CAPTAIN KINGSBURY WALKER, one of the oldest and best-known tug men of Buffalo harbor, was born at Ithaca, N. Y., October 6th, 1829. His parents were Elias and Mary (Reddington) Walker, natives of Massachusetts, the former of whom was a carpenter and farmer, and one of the old settlers.

At the age of nine years Captain Walker began driving on the Erie canal, at which labor he was engaged until twelve years old, when he moved with his parents to Pittsfield, Mass., and there attended school for about two and one-half years; this was his first schooling and all he ever received. He has been a great reader, especially of Shakespeare's works, while his school has

for the most part been the "school of experience"; in fact he is a typical self-educated, self-made man. After this short term of study he again went on the Erie canal, this time as master of the Kinnebec, where he remained three years. In 1863 he commenced his career as a tug man, as master and owner of the N. Britton for that and two months of the following season, when he sold her and built the Idaho, of which he was master and owner for about a year. He then built the C. N. Farrar, which he ran for two seasons, selling her and building the Ed. A. Vanburen, of which he was master for about two and a half years, at the end of which time she was also sold. He next built the Troy, of which he was master and owner the three succeeding seasons, when he sold her, and the next season built and ran the Jessie P. Logie and George H. Westcott. In 1881, the following season, he and his son Edwin built the Sam Darling, running her until September 1 of same year, when they took her to New York and sold her to the government. She was sent to Georgia. Returning to Buffalo, they built the Sam N. Sloan, he having a two-thirds and his son a one-third ownership, and Capt. Kingsbury Walker was master of her for the nine succeeding years, being in the tug business for about twenty-seven years. At that time he sold his interest, and retired from that line to enter the bond, mortgage and general real-estate business, in which he is now engaged.

Captain Walker was married September 12, 1855, to Miss Elizabeth Brown, a native of Buffalo, N. Y., born in 1833, and their union has been blessed with five children: Albert H., a prominent tug owner and engineer; Edwin C. and George A., both well-known tug masters and owners; and Mary and Sam, who are both dead. The family residence is at No. 215 Swan street, Buffalo, N. Y. Captain Walker, during his career, has experienced and witnessed a number of interesting incidents. He never has had any serious mishaps out of the ordinary, excepting a collision, in which his tug, the N. Britton, was sunk; the tugs Britton and Sarah Swift were racing to catch a tow, and when the Brit-

ton was ready to turn and throw her tow line the engineer, for some unaccountable reason, failed to heed the Captain's signal, and as a consequence she plunged into the intended tow, stove a hole in herself and sunk, the Swift picking up her crew. Captain Walker has had the pleasure and honor of saving two human lives. Fraternally, he is a member of Harmony Lodge, A. O. U. W., and No. 1, Central R. T. of T.

ALBERT H. WALKER is the eldest of the three sons of Captain Kingsbury and Elizabeth (Brown) Walker. He was born at Buffalo June 6, 1856, and attended Public Schools Nos. 2 and 8 of that city. He began his marine life at the age of sixteen in 1872, firing and decking on the tug Syracuse, which was owned by his father. In that capacity he served for two seasons, and the following one remained ashore; in 1876 he fitted and brought out new the Ed. R. Vanburen, also owned by his father, which he ran during that season and the next one until she was sold. He then fitted and brought out the new Troy, of which he was a third-owner, and on which he was engineer for the seasons of 1878-79 and early part of 1880, at which time she was also sold and taken by him to Albany. Returning to Buffalo he began building the C. N. Armstrong, which he fitted and brought out, was third-owner of, and ran for about a month of that season, also the following five seasons, retaining his third-interest in her during that time. At the end of that period he sold it and bought a third-interest in the Sam N. Sloan, which he still retains, and has run her ever since. Mr. Walker has never suffered any serious mishaps, but while on the Armstrong, coming down Lake Erie, near Sturgeon Point, with a raft in tow, he was caught in a storm which laid them over as if the boats were mere feathers, everything being cleared off the deck, they finally reaching port minus their skiff, tow lines and other things that were on deck.

Mr. Walker was married, in 1878, to Ida Thorn, of Buffalo, and they have five children: Elburta H., now (1898) aged sixteen; Kingsbury, Jr., fourteen; Arthur C.,

nine; Martha, six; and Hazel H., three. Mr. Walker and his family reside in their own commodious dwelling at No. 50 Myrtle avenue, Buffalo, New York.

CAPTAIN EDWIN C. WALKER, second son of Kingsbury and Elizabeth (Brown) Walker, is a native of Buffalo, the date of his birth being March 14, 1859.

After attending Public Schools Nos. 8 and 6, our subject chose as his life occupation a seafaring career, in which it will be noted he has been most successful, becoming as well the virtual successor of his father. The Captain, when fifteen years of age, began firing and decking on the tug Ed. R. Vanburen, which was owned by his father and on which he remained for two seasons. The two succeeding seasons he worked in the same capacity on the Troy. In 1878 he went on the lakes on the propeller Passaic as second cook, and he remained on her four months, at the end of that time shipping on the government supply boat Haze, finishing the season on her as second cook. The following season he remained ashore, fishing, etc., and in 1880 he built the two tugs Jessie P. Logie and John H. Westcott, which he sold, and also ran an engine on the Oscar Folsom, which was engaged in towing for the Cable Company between Tonawanda and Lockport. The next season he and his father built the tug Sam Darling, and ran her until the first of September, when she was taken through the Erie canal to New York and sold to the government. During the winter of the same year, in partnership with his father, he built the Sam N. Sloan, and he ran her engines for the five seasons of 1882-83-84-85-86. He then sold his interest in the Sloan, and was master all of the next season of the tug George D. Gillson. In 1888 he built the David B. Hill, of which he was both master and owner for that and the following season, at the close of which he sold her and built the tug Albany, of which he has been master and owner the past seven years or so, up to the present writing.

In 1882 Captain Walker was married to Mary Schuster, of Buffalo, N. Y., and three children have blessed their union, namely:

Elizabeth C., now (1898) aged fourteen years; Leroy N., twelve, and Edwin C., Jr., eight. The family resides at No. 46 Myrtle avenue, Buffalo, N. Y. Captain Walker is a member of the Buffalo Harbor Tug Pilots Association.

CAPTAIN GEORGE A. WALKER, third and youngest living son of Kingsbury and Elizabeth (Brown) Walker, was born at Buffalo, September 15, 1865. He attended Public School No. 6, during his boyhood, and at the age of sixteen chose as his occupation a marine life, as his fathers and brothers had done before him.

His first berth was firing and decking on his father's tug, the Sam Darling, where he remained about two-thirds of the season, until she was sold. He finished that season and part of the next on the C. N. Armstrong, in the same capacity, and then went on the Sam N. Sloan, remaining on her a year, and following with a four-months' stay on the steam canal-boat Neptune as engineer. The following season he went on the Delos Gardner as her chief, and was subsequently on the David B. Hill one season in the same capacity. Next season he was wheelsman on the tug Oneida, and the following one held the same position and also served as engineer of the John Howe, leaving her to take a position of master of the Sam N. Sloan, on which he has been ever since.

In March, 1892, Captain Walker was married to Miss Lottie Drake, at her home in Olcott, on Lake Ontario, and by her has had one child, Victor Herbert. The family reside at No. 42 Myrtle avenue, Buffalo, N. Y. The Captain is a member of the Buffalo Harbor Tug Pilots Association.

CAPTAIN JOSEPH NICHOLSON, one of the stalwart old-time lake mariners, is now a prominent citizen of Detroit, Mich. He was born September 25, 1826, near Kilkeen, a village in the parish of Mourne, County Down, Ireland, about half a mile from the Irish Channel. The Captain has been superintendent of the House of Correction in Detroit some twenty years, and, notwithstanding his mature age, is full of vitality,

taking an active, public-spirited part in the municipal affairs of the "City of the Straits."

Captain Nicholson is a son of Thomas and Jane (Small) Nicholson. His grandfather, Joseph Nicholson, was a country gentleman in good circumstances. Thomas Nicholson received an education in the military schools of Dublin, and was commissioned as lieutenant, being soon afterward promoted to captain of a body of troops designated as yeomanry, equivalent to American militia. Grandfather Small, on the maternal side, took an active part in the Irish Rebellion of 1798, and was considered as a "firebrand" by the government. A troop, known as the "Welsh Horse," was sent to procure his arrest for what were considered treasonable speeches and practices. He was convicted and sentenced to be shot. His cousin, General Waring, who had espoused the side of the government, secured his release, but his estates were confiscated and were afterward bestowed on General Waring's descendants by royal grant. It is owing to this reversion of hereditary estates that the Great Lakes are indebted for a skillful boatman and shipmaster, and the City of Detroit for so efficient a superintendent of its House of Correction. He had peculiar educational advantages in his youth. After attending the public schools of his native parish, he became a pupil in a girl's academy, where he remained eighteen months with good profit to himself. He also attended a school of navigation, and received private instruction from a retired sea captain. As a boy he was an expert boatman, and excelled as a strong swimmer and surfer, being instrumental in many rescues from watery graves.

In 1844 young Nicholson adopted the life of a sailor, joining the ship Hannibal at Liverpool, in the coasting trade, as boy. After making several trips, he shipped on the full-rigged ship Sisters, of London, and made a voyage to America. Leaving the ship at Quebec, he took passage on a steamer and ascended the St. Lawrence river, first stopping at Brockville, thence proceeding to Toronto and Hamilton, and



Joseph Nicholson

finally to Oakville, where he secured work in a shipyard and sail-loft. There he remained until the spring of 1846, when he shipped on the schooner *Elizabeth*, transferring to the *Amelia*, and closing the season on the *Royal Tar*. That winter he worked in the sail and rigging loft, repairing and making sails. In the spring of 1847 he went to Oswego and shipped with Capt. Duncan McCullom on the new canal schooner *Manitou*. This was during the days of the faction, race and religious fights on the line of the canals. One of his duties was to assist in the opening of the locks, and he was always prepared to take to the waters of the canal in an emergency, being barefoot and wearing only guernsey shirt and pants. In 1848 he went to Cleveland and joined the schooner *Jennie Lind*, with Captain Spencer as pilot, later transferring to the schooner *Argo*, with Captain Harrington. He left the *Argo* at Oswego, and took passage on a steamer for Lewiston, thence traveled by stage to St. Catharines. Ship fever and cholera being prevalent at Kingston, he went to Buffalo.

In the spring of 1849 Mr. Nicholson shipped with Capt. John Bantom in the brig *Sarah Walbridge*, and later with Capt. G. Britton on the schooner *Oconto*. During the next season he shipped with Captain Moore on the brig *Cumberland*, which carried the first cargo of piles used in the construction of the Waugoshane lighthouse. While he was shipmate on the brig, it was occasionally necessary to take to the yawl boat and row to another vessel in order to borrow food, the supply on his own vessel being inadequate. In the spring of 1851 he entered the employ of Capt. Eber Ward as wheelsman on the steamer *Detroit*, closing the season on the *Champion*, and remaining with that noted line eleven years. While with Captain Ward, there was no one on the vessel nearer to him than our subject, and, if the steamer had to make unusually early trips in the spring or late ones in the fall, Captain Nicholson was always called upon to make those trips. In the spring of 1852 he was wheelsman on the steamer *Sam Ward*;

in 1853 second mate on the steamer *Arctic*, remaining part of the next season, when he transferred to the steamer *E. K. Collins*. On April 27, 1854, he effected a notable rescue, which was recognized by the citizens of Chicago by the presentation of a gold watch engraved with the legend:

Presented by the citizens of Chicago to Capt. Joseph Nicholson in appreciation of his noble and gallant efforts to save the lives of the crew of the schooner *Merchant*, in distress off Chicago, April 27, 1854.

Two out of the seven men on the wrecked vessel were saved, and the Captain says that Capt. Charles McGill, now living in Chicago, is the only one alive who was with him at this time.

In the spring of 1855 Captain Nicholson was appointed master of the steamer *Arctic*. The next season he sailed the steamer *Planet*, until she was sold to a railroad company. In the spring of 1857 he came out on the steamer *Montgomery*, and sailed her three years. In 1860 he was again appointed master of the *Planet*, she having reverted to the Ward line. In 1861 Captain Nicholson and others built the tug *John Prindiville*, and the Captain sailed her until the fall of 1864, in the meanwhile doing some notable wrecking jobs.

In 1865 Captain Nicholson was appointed marine inspector for the Detroit Fire and Marine Insurance Company. He performed the duties of that responsible position equitably, and at times took command of vessels when the regular masters were sick or ashore for other reasons. During the time he was inspector for this company he, with Capt. John Rice and Capt. Charles Morley, thoroughly inspected every vessel owned on the lakes, both in the United States and Canada, for this company. He took the steamer *Keweenaw* around for Capt. A. Stewart, and the *Meteor* for Capt. Thomas Wilson. He was on the jury before whom Capt. George Cleveland was tried for manslaughter for the sinking of the *Pewaubic* while he was mate in charge of the *Meteor*. It was through some questions by Juror Nicholson that enough logic was evolved from the mass of testimony to acquit Captain Cleveland, and Judge Wilkin, before whom the case was tried, gave

the juror a high compliment from the Bench. The Captain has also been subpoenaed as an expert in many marine cases. Judge H. B. Brown, one of the associate judges on the Supreme Bench of the United States, frequently called upon him to sit on the Bench with him in the cases of trials of difficult collision cases, when tried in Detroit, and no such cases were ever set aside by the superior courts.

In 1878 Captain Nicholson resigned his agency with the marine insurance company to accept the onerous position of superintendent of the Detroit House of Correction, and by good business methods he has raised it from a burden on the community to become a paying institution, which is appreciated and testified to by his being chosen to fill the office seven successive terms of three years each. During the twenty years he has had charge of the institution, he has turned over to the city of Detroit, over and above all expenses, more than half a million dollars. His first appointment was made by Mayor George Langdon. Since then the State Legislature changed the law, and his incumbency has been subject to the board of inspectors. In 1885 he was largely instrumental in organizing the Wardens Association of the United States and Canada, of which body he was president many years, resigning that office in 1897. He is a member of the National Prison Association, of which ex-President Hayes was at one time president.

The Captain is an ardent and popular fraternal man, being a charter member of Oriental Lodge of Master Masons, of Lafayette Chapter, Detroit Commandery, and a Noble of the Mystic Shrine; a member of the Improved Order of Elks; of the Ancient Order of United Workmen; and of the Ship Masters Association, holding Pennant No. 885.

On December 10, 1868, Captain Nicholson was united by marriage to Miss Elizabeth A. Gilman, who passed to the better world in 1896. His children are: Frances Jane, and Mary Louise (now the wife of John L. McDonald, confidential bookkeeper at the Detroit House of Correction). The Captain's daughter, Mrs. McDonald, has

recently presented him with a granddaughter, not named at this writing. The family residence is on the corner of Russell and Alfred streets, Detroit, Michigan.

NELSON HOLLAND, one of the prominent vessel owners and business men of Buffalo, N. Y., was born at Belchertown, Mass., June 24, 1829, of ancestry that traces their lineage back to England through an emigrant that came from that country to New England in 1630, ten years after the landing of the Pilgrims on Plymouth Rock.

Mr. Holland is the son of George and Mary Ann (Graves) Holland, who moved when he was six years old (in 1835 or spring of 1836) to Niagara Falls, and one year later to Springville, Erie Co., N. Y. When nine or ten years of age Mr. Holland began work on a farm, laboring in the summer time and attending the district school in the winter season; he afterward attended the famous Springville Academy until he was eighteen years of age, in this way receiving a good English education. The winter of 1850-51 he passed with his uncle, Selim Sears, in Buffalo, and in the spring of 1851 he entered the employ of Oliver Bugbee, then a prominent lumberman in Buffalo. This position he retained for three and one-half years, spending most of his time in Detroit as an agent for Mr. Bugbee. While thus engaged he became thoroughly familiar with all the details of the lumber business, and the knowledge thus acquired has been of great value to him ever since.

In 1855 Mr. Holland became partner with William Oakes, under the firm name of Oakes & Holland, the firm carrying on the lumber business at St. Clair, Mich. It remained in existence until 1862 when it was dissolved, and in 1863 Mr. Holland removed to Buffalo, establishing a lumber yard in that city, at the same time carrying on the business in St. Clair. In 1865 he became a member of the firm of Eaton, Brown & Co., planing-mill proprietors, which firm in 1868 became Clarke, Holland & Co. It continued as Clarke, Holland & Co. until 1880; was re-organized as Lee,

Holland & Co., and continued under this name until 1898, when the firm was wound up. It carried on a very extensive business, employing as many as two hundred and fifty men. Mr. Holland has also been a member of the firms Holland & Stewart, lumber dealers, and Holland, Graves & Montgomery, also lumber dealers, both of which ranked high among the business concerns of Buffalo. In 1869 Mr. Holland became part owner of a large tract of land, extensive salt mills and salt works at East Saginaw, Mich., and in the spring of 1886 he increased his interests by purchasing a portion of another tract of timber land in the northern part of the State. He also owns timber land in Texas and other States, besides a large amount of real estate in Buffalo. As stated elsewhere in this history, Mr. Holland, in 1863, began to be interested in property on the lakes, which property has increased gradually in amount. Hence it will be readily inferred that his energies have been mainly directed to the care and development of his business affairs, and that he has been kept busy in the care and management for more than half a century. In 1886 he began the manufacture of direct and indirect radiation for heating purposes, his factory being located at Hacock, Mill and Roseville streets. Here during the busy season the Standard Radiator Company, as the establishment is named, the most of which is owned by Mr. Holland, melts down about sixty-five tons of iron per day and employs about three hundred men.

For many years Mr. Holland has been a member of the Merchants Exchange of Buffalo, of the Buffalo Business Men's Association, of the Academy of Fine Arts, of the Historical Society, of the Society of Natural Sciences; a trustee of the Buffalo Female Academy and of the North Presbyterian Church, and at one time a director of the Manufacturers and Traders Bank.

Mr. Holland was married, in 1857, at Silver Creek, Chautauqua Co., N. Y., to Miss Susan A. Clark, daughter of Dudley Clark, of that place. By this marriage Mr. Holland has had four children, as follows: Jessie, who married Dr. C. R. Jewett, of

Buffalo; Helen L.; Grace; and Nelson C., who is a member of the class of '99 in Yale College.

A. B. HAMILTON was born July 14, 1829, in Uxbridge, Canada, and where he received a common-school education. In 1847 he removed to Buffalo and resided there until about 1879. Soon after settling in that city he was employed on the tow-boat Commerce, running on the Niagara river, where he remained three years, beginning as fireman and finally becoming chief engineer. He then went to the shops of Barton & Truman, afterward known as the Vulcan Machine Company, and there remained five years, when he accepted a position as second engineer on the propeller Bay State, remaining on her for a short time, after which he was employed as second engineer on the propeller H. A. Kent, being on her when she burned off Grand River Bluff on Lake Erie, the crew all escaping in small boats. Then went as oiler on the side-wheel propeller Baltic, after which he was second engineer on the following boats: Forest Queen; Fountain City; for three seasons on the Evergreen City, running from Chicago to Collingwood; and for a short time on the propeller Buffalo, running from Chicago to Buffalo. He was then made chief engineer of the Baltic, where he remained two years, then of the Evergreen City for one year; of the propeller Chicago one year; the propeller Mandota one year; the propeller Wenona one year; and then went back as chief on the propeller Chicago for part of a year.

In 1866 Mr. Hamilton left the lakes and took the position of foreman in the Clark & Allen boiler shop, in Dunkirk, N. Y., where he remained eighteen months, and then went to Buffalo, where he accepted a similar position in the Sheppard Iron Works, afterward called the King Iron Works. He went from there to the oil regions, and was engaged in the oil business for some time, and then came to Cleveland to enter the new department of the Globe Iron Works, taking a fourth-interest in the boiler shop, of which he was made superintendent, a position he still fills.

On October 1, 1851, Mr. Hamilton was married to Miss Jane Pendill. They have had three children, one of whom is still living, a daughter, Florence, who married George Kridler, and resides in Cleveland. Mr. Hamilton is a member of the Masonic fraternity, and he is well known to the lake-faring and marine class generally.

G. H. RAYMOND was born August 23, 1853, at Adams Basin, N. Y. He is descended from pure American stock, his ancestors having been in this country since 1632. Over one hundred and fifty persons bearing the family name fought for American independence. His grandmother, on his mother's side, Betsey Atchinson, was the first female white child born west of the city of Rochester.

Mr. Raymond received his education from the State Normal School at Brockport and the University at Rochester, N. Y. He entered into the grain trade at Brockport, and continued until 1893, when he came to Buffalo. In that city he formed a partnership with A. M. Kalbfleisch, a resident of Brooklyn, N. Y., who built the Great Chemical Works at Buffalo. They constructed a floating elevator upon a canalboat, and started the business which has developed into one of considerable importance, now being located at the foot of West Genesee street. In 1895 Mr. Raymond was instrumental in having a bill introduced at Washington to widen the locks of the Erie canal, to enable canalboats of a capacity of 20,000 bushels of wheat to be used. In 1896 he originated the Consolidated Lake & Canal Co., with a view of placing a large fleet of boats on the canals of New York State, to be operated regularly and on railroad principles. In this project he met with great opposition, and was unable to get a charter under the laws of the State.

Mr. Raymond is of the progressive type, as his life thus far shows; and the business in which he is interested will doubtless extend its boundaries in the future as it has in the past, under his management, making it one of the well-known establishments at the port of Buffalo. He was married, in 1880, to Miss Ida E., daughter of Samuel

Johnson, the celebrated inventor of harvesting machinery.

THE RAYMOND FAMILY. In 1622 Sir Fernando Gorges and Capt. John Mason, of London, were given a grant of land in what is now Maine. In 1629 the grant was divided. Mason formed the "Company of Laconia." In 1630-31 this company sent out to Little Harbor (now Portsmouth, N. H.), Ambrose Gibbons, William Raymond, with other stewards and forty servants. December 15, 1632, Mason and others of the company wrote to Gibbons thanking him for assisting John Raymond. June 24, 1633, Gibbons wrote to the company at London: "I have delivered unto John Raymond seventy-six pounds of beaver, six musquashes and one martin. I did advise Mr. Raymond to return with all speed unto you," etc. The last letter found is from Gibbons to the company at London, dated July 13, 1633. "Have taken into my hands all the trade goods that remains of John Raymond and George Vaughn," etc. Mason died in 1635. His widow gave up the colony, and records were lost, but many remained and retained some of the company property. This is all the information discovered until we find Richard, John and (Captain) William Raymond at Salem and Beverly, Mass. As early as 1636 Richard received a grant of land for fishing purposes at Winter island, Salem. It is said he made voyages to Barbadoes, etc. While there is no evidence that Richard was at Mason's colony he was doubtless one of those sent over from 1623 to 1630-31 to establish the fishing business at the colony.

A very exhaustive search has been made, but without success, to find the original record of that William Raymond mentioned of Salem in 1648, in Felt's "Annals of Salem." If such a record exists, which is probable, it must have referred to William the steward and not to Captain William, who was at that time only about eleven years of age. That John and Captain William were brothers is proved by a deed in Salem Registry, book 17, page 24, in which John Raymond, of Middleboro, who was a

son of John the emigrant, conveys an estate unto his brother Jonathan describing a boundary thereof "until it comes to the land which I sold to my uncle, William Raymond, and his son, George Raymond." Of the relationship which existed between Richard and the others there is nothing decisive, but they all came from the county of Essex, England. All those bearing the name lived side by side for several years at Salem and Beverly, and none other has been found for at least an hundred years from that time who could not trace his ancestry to those named. In compiling this genealogy the records have been kept in two distinct branches, that of Richard under his single head, and that of John and William under a double head, so to speak, as the latter were brothers.

The removal of Richard to Connecticut in 1662 facilitated the separation of the branches, and though the name is very common in Connecticut, there are not ten families who are not his descendants. The conclusion arrived at is that Richard was of the next preceding generation to John and William, and that to equalize and perfect the two branches it needs to find the father of John and Captain William. It is therefore doubtless true that William, the steward of Mason's colony, was the father of John and Captain William, and that Richard and the steward, William, were brothers. It is also very probable that William, the steward, was not only the father of John and Captain William, but also of Lieutenant Edward, who held his commission in Captain Hawthorn's company, under Major Sedgwick, at the capture of St. John and Port Royal, Nova Scotia, in 1654, and that Captain William, after naming his eldest son after himself, possibly named his second son after his brother Edward.

Ancient History of Raymonds. From *Le Nobiliare de la France par Saint Allias*, Tome 10, p. 1, we find the following: "The house of Raymond establishes since the third century in Lauragais, where it has continuously held the lands of Saint-Amans and of Las-Bordes until the year 1775. Distinguished by its military services, by its

alliances, by its possessions, and yet again by its antiquity. A crowd of authentic facts, published and certified, engraved upon historic monuments, testify that it sprung from the same source as Raimond d' Agenois, and originally from Toulouse, where the name has been held in honor from time immemorial."

It is impossible to copy the history of the Raymonds of France from 778 to 1225, though this book gives it all; but it may be said that they were the most powerful family in Christendom and were in continual wars with the Pope for some twenty years, from 1200 to 1225. They married into the most powerful families and into many royal families. During some of the serious wars they were engaged in the members not such wild fighters went into Italy, Germany and England, and the name is found in all these countries. The first evidence of their presence in England is in 1066 when they settled at a place called Raymond in the Hundred of Wye, in Kent. While there are several prominent families of the name in Essex who claim their ancestors from Raymond in Kent, yet none appear to trace back farther than about the middle of the sixteenth century. As noted, our ancestors came from Essex county, England. This book contains records of over 1,000 families of Raymond, but will only give so much as to show the genealogy of our immediate family and not all of that of course. The numbers following the names are those used in the book, so I copy it.

JOHN RAYMOND (1.), brother of William (2) as noted.

WILLIAM RAYMOND (2) was a brother of John (1.), Beverly, Mass. The court records of Salem, December 2, 1697, says: "The testimony of William Raymond, aged sixty years or thereabouts. Testifieth: I said Raymond came to New England about the year 1652." He was a prominent citizen of the town. Was in the Narragansett fight, 1675. Was appointed by the general court in 1683 lieutenant commander of Beverly and Wenham troop. He commanded a company in the Canada expedition, 1690, and was a deputy for Beverly 1685 and 1686. He married Hannah,

daughter of Edward Bishop; she was born April 12, 1646, and had William Raymond (7) about 1666. A son, Edward, was baptized July 12, 1668, and he married Mary ———, who was dismissed from the First Church, Salem, to the New Church, April 2, 1716. There is no evidence he had issue. George Raymond (8) was baptized October 30, 1670. Hannah was born May 18, 1673, and married (1) Nathaniel Hayward, and (2) ——— Hutchinson. Abigail was born July 23, 1676, and married John Giles, March 29, 1694. Hannah Raymond died, and William married (2) Ruth, daughter of Isaac Hall, of Beverly, who survived him and had Mary, born May 2, 1682, who married Josiah Batchelder, and Ruth, born 1690 and married Jonathan Batchelder. Ebenezer (9) was born (date not given). Capt. William Raymond died January 29, 1709, aged seventy-two years.

William Raymond (7) was son of William (2); married Mary, daughter of John Kettle, of Gloucester, Mass. He was a witness in a witchcraft case at Salem, and seems not to have been one of the deluded parties. He had, at Beverly, Mary, born May 16, 1688, and died January 20, 1689; William (20), born February 11, 1690; Daniel (21), born November 21, 1691; Paul (22), born January 22, 1695; William Raymond was killed in January, 1701, by the fall of a tree. Paul Raymond (22), son of William (7), of Salem, Mass., married Tabitha, daughter of Freeborn Balch, February 28, 1717, and had baptized in First Church, Salem, Elizabeth, April 9, 1721; Mary, March 10, 1723; William (50), born July 30, 1725; Edward (51), born December 17, 1728; Paul (52), born May 17, 1730; Nathan (53), born February 29, 1740; Tabitha, born September 19, 1733. Lieut. Paul Raymond died 1752, aged 65.

Edward (51), son of Paul (22), Salem and Bedford, removed to Chelmsford, Mass., married, October 3, 1751, Abigail Patch, who was born 1730 and had six children, first four born at Chelmsford, and are recorded there. Abigail, born May 8, 1752, married Jonathan Barrett March 28, 1771; Ruth, born April 12, 1754, probably married Josiah Goddard, of Athol, June 15,

1775. Anna, born June 17, 1756, probably married Joshua Bullard, of Athol, June 15, 1775. William (112), born April 30, 1758; Edward (113), born June 4, 1763; Stephen (114), born June 13, 1769. Abigail Raymond died 1814. Edward Raymond died at Royalston, December 6, 1798.

Paul (52), son of Paul (22), of Salem and Bedford, removed to Holden, Mass. He was major in command of a company, and marched through Concord to Cambridge at the Lexington Alarm Roll of April 19, 1775. Was commissioned a major February 2, 1776, of Col. Denny's First Worcester County Regiment, June, 1776. Commissioned lieutenant-colonel of New Worcester County Regiment, Colonel Holmans, for service in Canada and New York. On rolls 1777. Balance of Paul's family record is omitted. William (50), son of Paul (22), married Mercy Davis. He marched in Major Paul's company through Concord to Cambridge at time of Lexington Alarm Roll April 19, 1775. Balance William's record omitted. Record given of Paul (52) and William (50) for the Revolutionary record as being brothers of ancestor Edward (51), as his name does not appear so as to be accurately traced, though there were two Edwards in the Revolutionary army in 1777 and 1778, and one was a prisoner at Halifax in 1778.

William (112), son of Edward (51), married July 9, 1778, Lydia Ward of Athol, Mass., who was born July 13, 1760, and had, at Royalston, Alpheus (237), born November 24, 1780; William, born June 6, 1783; Lydia, born January 29, 1786; Daniel, born September 19, 1789; Stephen, born March 29, 1791; Mary, born June 20, 1793, married Jonathan Wheeler December 22, 1822, and died April 30, 1830; Lydia Raymond, died, and William (112) married (2) Sophia Ward, who was born August 10, 1758, and had Franklin (238) born March 22, 1796; Stillman, died young; Sullivan (239), born October 4, 1799; Artemas (240), born February 27, 1801; Joseph Stillman, born April 9, 1804, died May 3, 1804; Joseph Stillman, born September 9, 1805, died September 23, 1823; Lieut. William Raymond died at Royalston September 28,

1824; Sophia Raymond, died September 24, 1849; William Raymond (112), of Athol, was in the Revolutionary army in 1777, as per Massachusetts records. The war records of Massachusetts and Connecticut show over 150 Raymonds in the roll.

Alpheus (237), son of William (112), published July 1, 1809, to Cynthia Daniels, and had at Athol, Worcester Co., Mass., Mary Ann, born July 23, 1811, married Luman Cross April 28, 1833, died September 3, 1876, also at Athol. Alexander Daniels (), born May 1, 1813, also had at McDonough, Chenango Co., N. Y., the following: Lydia Ward, born December 21, 1814, married Calvin Smith Wadsworth, at Rochester, N. Y., August 19, 1838, who died August 9, 1884; Lucia Almeda, born March 16, 1816, died November 1816. Alonzo Bachelor (), born July 18, 1819. Kendall Alpheus (), born October 3, 1821. Florine Elmina, born July 5, 1826, married Charles Diehl July 11, 1850. Alexander Daniels (), a son of Alpheus (237) married Melona Bates Burch (who was born October 24, 1814), October 1, 1834, and had Henry Bates (), born July 30, 1837. Frederick, born June 15, 1842, was in the war of the Rebellion, Company F, 13th N. Y. V., and was killed in the battle of Gaines Mills, June 27, 1862. Alexander Kendall (), born September 24, 1849. Flora, born October 23, 1852; Melona born —, died April 16, 1891.

Alonzo Bachelor (), son of Alpheus (237), married at Parma, N. Y., August 28, 1843, Elizabeth Almira Wyman, born in Parma, N. Y., August 24, 1821. Her mother, Betsey Atchinson, was born at the Atchinson Settlement, in Parma, N. Y., January 22, 1799, and was the first female white child born west of the city of Rochester, in the State of New York. A. B. and E. A. had at Unionville, now Hilton, N. Y., the following: Alvan W., born March 16, 1845, died March 11, 1846; Alonzo Clayton (), born May 16, 1847, at Spencerport, N. Y.; Lufanny Gertrude, born November 7, 1849, died March 29, 1851, at Adams Basin, N. Y.; Elizabeth Gertrude, born October 22, 1851, died

March 1, 1855. George Herbert (), born August 23, 1853. Charles B., born February 23, 1855, died May 20, 1855. Alonzo Bachelor died at Brockport, N. Y., December 26, 1897.

Kendall Alpheus (), son of Alpheus (237), married, at North Parma, now Hilton, Monroe Co., N. Y., Clarina Jane Tucker (who was born at Cicero, N. Y., May 3, 1824), and had, at North Parma, Juliette Kendall, born November 19, 1845; married November 19, 1867, at Iowa City, Iowa, Kersey O. Holmes. Henry Bates (), son of Alexander Daniels (), married Eliza Maria Clark, —, 1855, and had Medora Sophronia, born September 2, 1857, married at Rochester, N. Y., December 27, 1876, to Nicholas Rappleyea.

Frank Henry (), born August 10, 1860. Eliza Maria died October, 1867, and Henry Bates married Harriet Amelia Schafeld, in 187—, and had one child. Henry B. died November 15, 1891, at Rochester.

Alexander Kendall (), son of Alexander Daniels (), married January 18, 1868, Laura P. Wakefield, who lived only a few weeks. Then married (2) Eliza Burke in 187—. Alexander K. died August 9, 1881.

Alonzo Clayton (), son of Alonzo Bachelor (), married Ida M. Graves, daughter of E. H. Graves, Esq., of Brockport, N. Y., 1874, and had, at Brockport, Helen Graves, born February 17, 1875; at Detroit, Ida Elizabeth, born May 11, 1876, died June 29, 1889; Alonzo Herbert, born February 28, 1878; George Clayton, born January 3, 1880; Frederic Belden, born December 14, 1881, died August 9, 1882; Edwin Pickett, born August 20, 1883; John H. Kingsbury, born December 17, 1888.

George Herbert (), son of Alonzo Bachelor (), married at Brockport, July 8, 1880, Ida Estelle Johnston, daughter of Samuel Johnston, Esq., the celebrated inventor of harvesting machinery; had, at Brockport, Samuel Johnston, born March 16, 1883; Ruth, born July 17, 1885; Paul Clayton, born June 10, 1888.

Frank Henry (), son of Henry Bates (), married Hattie C. Thomas, at Roch-

ester, N. Y., June 12, 1883, and had at Rochester Clarke L., born March 12, 1884; Hazel, born May 4, 1887, died April 8, 1890; Willis Earl, born February 2, 1890.

CAPTAIN WILLIAM A. BOSWELL, a well-known and justly popular master of passenger steamers sailing out of Chicago for many years, was born on the banks of St. Joseph river, near the city of that name, in Berrien county, Mich., and is the son of Ezra and Sarah (Connelley) Boswell, natives of Scotland, many of the sterling characteristics of the Scotch people being inherited by our subject. The father was born in Edinburgh, May 5, 1823, the mother on the 6th of June of the same year.

With their respective parents they came to America, and after living in Richmond, Va., for a time, they removed to Columbus, Ohio, where they were married. In 1848 they took up their residence in Berrien county, Mich., where they made a permanent home. The father was a man of fine physique, being six feet four inches in height, but did not appear so tall on account of being so well proportioned. In the early days of steamboating he sailed on the St. Joseph river, and became a pilot on that river. He is now living at Greenfield, Tenn. Our subject's paternal grandfather died in Scotland. Allen Connelley, his maternal grandfather, was an old salt-water sailor of the British merchant marine; was a well-educated man and a thorough navigator, who had sailed the water in the different latitudes, as master of ships. He died of pneumonia at St. Joseph, Mich., in the fall of 1859. Henry T. Boswell, a brother of our subject, is a marine engineer, and as such has held a good position for many years.

It may with truth be said that Captain Boswell is a born sailor, for when a small boy he was always about the water, having doubtless inherited his love for the same from his maternal grandfather. Given a knife and a block of wood he would make a boat and go down to the river and sail it. The district schools possessed no attraction for him, and he began his career as a sailor, when quite young, on the side-wheel steam-

er St. Joseph on the St. Joseph river with his father, after which he shipped with Capt. Thomas Richardson on the double topsail scow Addie, on which he remained two seasons, transferring to the schooner Gertrude, owned by the same party, and remained on her, filling all subordinate berths until he was appointed master, and he was also master of the schooners Gertrude, Flora Temple, Ella Teal, Souvenir, Evergreen and Regulator.

Captain Boswell then turned his attention to steam vessels, and entered the employ of the Goodrich Transportation Company, as wheelsman on the side-wheel steamers Seabird, and Orion. In 1870 he applied for and received pilot's papers, being recommended by Capt. Thomas Butlin, A. E. Goodrich and Nelson Napier, and was appointed second mate of the passenger steamer Ottawa, and while in that employ transferred to the steamers Seabird, Orion, G. J. Truesdell (now the John Otis) and Comet. He then resigned to take charge of the tug Ellen M. O'Brien, operating out of Pentwater, and sailed her one season. The next season he sailed the tug Sport, at Ludington, for Capt. Eber Ward, after which he took charge of the passenger steamer Fannie Schriver, plying between Pentwater and Ludington, then the terminus of the railroads in the North, and he was next transferred to the steamers Magnet and Grace Dormer as master. In the spring of 1880 the Captain went to St. Joseph, and entered the employ of Mr. Graham as mate of the propeller Lora, with Capt. Cal. Bartlett. This was followed by a season as master of the Skylark. That winter the company built the steamer St. Joseph, and Captain Boswell came out in her as mate, with Alex Elton. The next season he became master of the ferryboat Belle, operating about Benton Harbor and St. Joseph, Mich. When she was sold he entered the United States service as master of the General Gilmour. He then purchased an interest in the tug and ferry line operating between Benton Harbor and St. Joseph, but after two years sold his stock, and again entered the employ of the Graham & Morton Transportation Co., as mate of the win-

ter boat Petoskey, after which they chartered the steamer Lawrence, and he went as mate on her. When she laid up at the end of the season he again went as mate on the Petoskey, thus alternating between those steamers and the City of Charlevoix, until the City of Louisville was added to the line, when he came out on her as mate, and on July 31, 1895, when Capt. John Griffin resigned, our subject was appointed master, and has sailed her daily between Chicago, St. Joseph and Benton Harbor for many seasons, including the winter months.

Captain Boswell was made a Master Mason in Oceana Lodge No. 200, of Pentwater, in 1870, but now affiliates with Lake Shore Lodge No. 298, F. & A. M., of Benton Harbor. He is a member of the Independent Order of Odd Fellows; a charter member of the Knights of Pythias, and of the Puritan Lodge and Uniformed Rank of Burton, Tenn., and also belongs to the Knights of the Maccabees.

On November 13, 1873, Captain Boswell wedded Miss Ettie, daughter of Perry and Annie Brooks, of St. Joseph, Mich., and the children born to this union are Claude William and Walter Leo. The family enjoy the comforts and luxuries of a handsome home at No. 120 Bellevue avenue, Benton Harbor, Michigan.

WALTER O. ASHLEY, of the firm of Ashley & Dustin, vessel owners and agents, was born in Claremont, N. H., October 26, 1835, and whatever educational advantages he enjoyed in his boyhood were those afforded by the New England schools of the period. He came of good old Puritan stock, his great-great-grandfather, Samuel Ashley, being a colonel of New Hampshire volunteers in the Revolutionary war, and a member of the personal staff of Gen. Horatio Gates. Colonel Ashley raised the regiment which he commanded, and furnished the money to men until such time as the State could reimburse him. Colonel Ashley's son Oliver was a captain of a volunteer company, and two sons, Samuel and Daniel, were lieutenants of volunteers at the same time.

Young Walter O. Ashley started for the

West at the age of twenty-one, and after a brief stop in Detroit he went to Port Huron, where he secured a position as clerk in a general store, remaining in this employ for a year. He then came back to Detroit and went aboard the steamer Dart, owned by Capt. Selah Dustin, running on the Port Huron route. When the Philo Parsons began running to Sandusky in 1863, he became clerk of the boat, having purchased a small interest in the enterprise, and it was while thus employed that he passed through one of the most exciting experiences of his life, the boat being seized by Confederate refugees, with the hope of releasing the Rebel prisoners confined on Johnson's island, in Lake Erie. The Parsons left Detroit on her usual morning run, September 19, 1864, and at Sandwich, Amherstburg and Kelley's island took on detachments of rough-looking men until the total number was thirty-five. These men had no baggage except a rusty-looking trunk tied together with ropes over which they seemed to exercise very careful supervision. At five o'clock in the afternoon, while the boat was near Kelley's island, the men opened the trunk, which was filled with hatchets and revolvers, and took possession. Mr. Ashley and his passengers were put ashore at Middle Bass island, Ohio. The gang also seized the Island Queen at Middle Bass island when she came in from Sandusky, towing her out into the lake and scuttling her. She drifted about ten miles and went on a reef nearly full of water, but was afterward recovered. It was their intention to capture the United States steamer Michigan, but after steaming around the lake for a few hours they decided not to make the attempt. The Parsons was finally headed for the Detroit river, and was abandoned at Sandwich after being badly damaged, much of the interior work of the boat having been wantonly destroyed.

About this time, or shortly afterward, Mr. Ashley became interested with John P. Clark, when the Jay Cooke was built, owned by Mr. Clark and Mr. Ashley, and was placed on route in 1868, which was about the beginning of the line between Detroit and Put-in-Bay island, the latter place

having just begun to attract attention as a summer resort. The Cooke was a very fast boat, with very comfortable accommodations. She was succeeded by the Alaska in 1882. In 1889 she caught fire in Detroit and burned. The Pearl and Gazelle were then placed on route, alternating with each other. In June, 1890, the Frank E. Kirby came out new, owned by Ashley & Dustin and others, began daily trips and has proved a great success. The Kirby is a very fast boat, and in August, 1894, made a trip from Detroit to Put-in-Bay, a distance of about sixty-five miles, in two hours and fifty-four and three-quarters minutes. Shortly after the Jay Cooke was placed on route, Mr. Ashley associated himself with John Lewis and Horace Mitchell, forming the firm of Ashley, Lewis & Co., and engaged in the vessel agency and forwarding business now carried on at the foot of First street. In 1872 Mr. Lewis retired and the firm became Ashley & Mitchell. Mr. Mitchell died April 23, 1887, and Edward A. Dustin, who had been in the office for several years, was then associated with Mr. Ashley, the firm taking its present name of Ashley & Dustin.

Mr. Ashley was married January 2, 1889, to Florence M. Clark, daughter of the late John P. Clark.

CAPTAIN WILLIAM G. KEITH, than whom no one is better known or more widely respected in marine circles of Chicago, and who is a sailor from the keel to the main truck, is a native of Scotland, having been born in 1826, in Caithness-shire. He is a son of Robert and Christina (Geddes) Keith, both also natives of Scotland, whence they came in 1853 to the United States, settling in Wisconsin, where they died, the father, who by vocation was a salt-water sailor and fisherman, passing away in 1879, the mother in 1891.

In his native country, at Greenock, on the Clyde, Capt. W. G. Keith learned the shipbuilding trade, after which he commenced the life of a sailor, making his first voyage from Liverpool, England, as carpenter on the ship Oregon, bound for New York, thence to Quebec, Canada. After

eight months he left her and went in the same capacity on the ship Rajahgopaul, sailing from Liverpool on a trading voyage around the Horn, touching at ports on both coasts of the American continent. His next vessel was the DeWitt Clinton, of New York, running between that port and Liverpool, in which trade he remained over two years, and then shipped on the Miles Barton from St. John, New Brunswick, to Liverpool. Subsequently he made a voyage from the last named port to Melbourne, Australia, where, after remaining on shore some time in the gold fields, he shipped on the James Baines for Liverpool, thence sailed to New York on the steamer City of Baltimore. From there he came to Chicago, his second visit. Returning soon afterward to New York, he there shipped on the steamer City of Washington for Liverpool, and there again found a berth on the good ship Tornado, bound for Melbourne. At that port he shipped on the Mountain Wave for Victoria, British Columbia, and then went to San Francisco, thence proceeded to northern California, where he remained three years contracting and building vessels. This brings us to 1863, the year in which he finally located in Chicago.

In 1864 Captain Keith began sailing the lakes out of Chicago, his first vessel being the schooner Collingwood, in the grain, coal and lumber trade, and he remained on her some years, part of the time as mate and later as captain, owning an interest in her. He then built, at Port Huron, Mich. the bark William G. Keith, which was lost in Lake Erie twenty months later, one man being drowned. In 1873 he built the schooner Ida Keith at Saugatuck, Mich., and sailed her some ten or twelve years. He is now interested in the steamer City of London, of Chicago, engaged in the general freight trade. In 1881 he retired from a seafaring life, and has since been interested in vessel property. For the past three years he has ably and efficiently filled the position of inspector of Inland Lloyds Insurance Companies. Socially he is a Freemason, member of Covenant Lodge No. 526, F. & A. M.; of Corinthian Chapter No. 69, R. A. M.; and of St. Bernard's

Commandery No. 35, K. T. At one time he was a member of the Vessel Owners Association.

In 1866, Captain Keith was united in marriage, in Chicago, to Miss Christina Bain, a native of Scotland, and by this union he is the father of one child, a daughter named Ida.

SAMUEL P. CONKLING. Twenty-five years ago steam pipes and steam boilers were universally used, both on land and water, without coverings to prevent heat radiation. But about that time the attention of engineers and of steam users generally was directed to the large percentage of loss by the radiation of heat from steam boilers, and by the condensation of steam in even the best systems of steam piping then known.

The first attempt at pipe and boiler covering were necessarily somewhat crude, the method employed being to plaster the outer surface with a paste of semi-liquid asbestos or magnesia, and in 1875 there was founded in Detroit, by Brown & McTague, the business which has now grown to such large proportions under the management of Samuel P. Conkling. Two years after the establishment of the business it was purchased by F. W. Marwin, who was in turn succeeded by Mr. Conkling in 1886. About this time greatly improved methods were introduced, sectional coverings of varying sizes to fit any steam pipe being manufactured, as well as blocks of convenient sizes for lagging boilers, engine cylinders, separators, pumps, etc. In 1889 Mr. Conkling took the Michigan agency for the magnesia sectional covering manufactured by the Keasby & Mattison Co., of Ambler, Penn., which he has since retained, and at the same time added a full line of asbestos, mineral wool, wool felt, hair felt and plastic coverings. A very large proportion of this business has been with the steam crafts of the lakes, and his men, under his personal supervision, have covered over 300 marine boilers since he began operations. Many of these include the largest vessels afloat, such as the Hudson, Harlem and Mohawk, of the New York Central & Hudson River

line; the car ferries St. Ignace and St. Marie, used by the Detroit, Mackinaw & Marquette railroad at the Straits of Mackinac; the car ferries Michigan Central, Transfer and Transport on the Detroit river, the Selwyn Eddy, E. C. Pope, Senator and many others, including five of the Rockefeller fleet recently built by the Detroit Dry Dock Company and F. W. Wheeler, of Bay City. Mr. Conkling has lately added to his stock a line of asbestine cold water paints of various shades. These paints are mixed with cold water only, and a short time after application become dry and absolutely impervious to water. A considerable portion of the interior work of the car ferries Shenango No. 1 and Shenango No. 2. of Port Dover, has been treated with the asbestine paint, and has given excellent satisfaction. The covering of steam boilers and pipes and the lagging of cylinders and separators is to-day a necessity if economical results are to be obtained in the operation of steam machinery; so that practically all new steamers are thus equipped. The saving in fuel bills soon repays the cost of the original investment in these coverings.

Samuel P. Conkling is the son of J. S. Conkling (formerly a well-known Woodward avenue jeweler), and was born in Detroit in 1857, where his home has since been. He was educated at Patterson's private school, an institution which, in its day, numbered among its pupils many of the men who have since become prominent in the business and professional world. At the age of nineteen Mr. Conkling engaged in the furniture manufacturing business, being interested in the firm of Gray & Baffy. At the end of ten years he purchased the interest of F. W. Marvin in the business of covering steam boilers and steam pipes, to which he has devoted himself to such good purpose that his connection is now one of the most extensive in the West. His acquaintance with vessel owners and sailing masters is coextensive with the Great Lakes themselves, as there is scarcely a fleet of vessels upon which some of his work cannot be found.

Mr. Conkling is a member of the Detroit Club, the Wayne Club and the Detroit Boat Club, and in their day was also a member of the Pelouza Cadets. He is unmarried and still makes his home with his father.

GEORGE MONRO is one of the best known gentlemen of which Canada can boast. There are few people, especially if they have traveled by boat at all, who do not know him, for he is always on hand when the big steamers arrive from Lewiston, Queenston and Niagara, to see that the passengers get their baggage through all right. Especially do bicyclists of either sex owe a considerable debt to Mr. Monro for the facility with which he manages to let them have their wheels, while at the same time he is righteously strict of the fulfillment of the law. Mr. Monro's father was the fourth mayor of Toronto, and at one time member for East York in the Dominion Parliament. George Monro was born in 1843, in Toronto, in a residence at the corner of George and Palace streets, on the location where is now situated the "Black Horse Hotel."

George Monro's father resolved that his son's education should be thoroughly attended to, so he sent him to that most noted of institutions in Toronto, Upper Canada College, at that time situated on the north side of King street, between Simcoe and John streets. Then young George went to Montreal, and attended the high schools there for two years, after which he was under the tuition of the famous educationist, Rev. Dr. Atkinson, of St. Catharines. After leaving school Mr. Monro was articled to Frank Shanley, one of Canada's most prominent civil engineers at that time. During his engagement with Mr. Shanley he was out on the building of the Toronto and Guelph railroad, and the Guelph branch of the Grand Trunk Railroad of Canada. Continuing in the civil engineering business, Mr. Monro traveled over a great deal of territory in the United States. He put in a good deal of time in New Orleans, and was one of the engineers on the construction of the Illinois Central railroad. At that date, the well-known American contractor, Bene-

dict, was in Canada constructing several railroads, and when he returned to the United States, and undertook the building of the Illinois Central, he had accompanying him several of the young Canadian engineers with whom he had become acquainted, among whom was our subject. On returning to Canada, Mr. Monro was again with the Grand Trunk railway, and at the time of the celebrated Fenian raid from the United States into Canada, he left for the frontier as one of the G. T. R. volunteers. They had, however, only reached Stratford on their journey when they received word that the raid had been successfully repelled, and that their services would not be required. This was rather a disappointment to the young men, for they were all eager for a brush with the invaders. Mr. Monro, as has been said, is descended from a good old Loyalist stock. His father and brothers fought side by side in the Revolutionary war on the side of the British, and at that time, when Fort Monroe was taken, the senior Mr. Monro was the second man over the wall.

In 1871 George Monro became connected with Her Majesty's customs, and has remained in that service ever since, his branch of the business being mostly attending to the traffic on the Great Lakes as landing waiter during the summer months, and as examiner of bonded warehouses and cars in the winter. At one time Mr. Monro went into farming, his homestead being known as Monro Park, to the east of Toronto and along-side Victoria Park. Both of these places are two of Toronto's most delightful summer resorts.

In spite of all the business activities and other engagements, Mr. Monro found that he could not escape Cupid's dart, and in the year 1866 was married to an estimable lady of Toronto, the result of this union being four sons and one daughter. Two of the sons died, as did also Mrs. Monro, in the year 1887, Mr. Monro remaining a widower. One of his surviving sons, Frank, is in the Bank of Toronto at Cobourg, and the other, Neville, is attending the Jarvis Street Collegiate Institute in Toronto, and promises to become a man of mark. Miss Monro is

the guardian angel of her father, and still remains at home on Sherbourne street, Toronto.

In politics Mr. Monro is a Conservative, but he is one of those civil employees who prudently consider that they have no call to meddle in partyism. Outside of that, what he doesn't know about the lake passenger business is not worth considering.

CAPTAIN SELAH DUSTIN. During his lifetime Capt. Selah Dustin was perhaps as well known a figure as any man in the city of Detroit, where he made his home, when not sailing on the lakes, for a period of more than fifty years. He was born in Claremont, N. H., in 1817, and when nineteen years of age he left home, making his way to Detroit.

He soon found employment with Captain Atwood as wheelsman, and at the end of three seasons was promoted to the captaincy of the steamer *Swan*. This vessel he left in 1847, having purchased an interest in the *John Owen*, a boat running between Detroit and Toledo, touching at Monroe. There being no railroad competition at this time the boat did a prosperous business, and a good deal of money was made out of it. A few years later Captain Dustin secured a controlling interest in the *Dart*, a really excellent boat, which he placed on the Toledo route and kept there until the building of the Detroit, Monroe & Toledo railroad, when, in 1854, she was placed on the up-river route, making trips between Detroit and Port Huron and stopping, as do the steamers of to-day, at all way ports. For two years the *Dart* had no opposition, and literally coined money for her owners; but in 1856 Capt. E. B. Ward, seeing how profitable the business was, put a boat on the route and, therefore, began a steamboat war of rates that is still remembered by the older heads along the river. The rates of fare to Port Huron was reduced to twenty-five cents by Captain Dustin. Ward met the cut and provided a band for the amusement of his patrons. Dustin then made the rate twenty-five cents for the round trip and hired a band, too. And thus the fight was kept up until the fare was cut on both

boats to ten cents for the round trip and meals thrown in. Captain Dustin made a gamy fight, but Captain Ward had the longest purse, although Dustin was said to be worth \$50,000 when the fight opened. His resources were eventually so badly crippled that with a hope of arresting the impending failure he organized a stock company among the merchants of the small towns along the St. Clair river. This turned out to be only a temporary relief, and he finally retired from the contest with only a small portion of his original fortune left. This money he invested, in 1873, in a small vessel which he operated in the peach trade between St. Joseph and Chicago for one season, the boat being burned in midlake early in the second season. Her loss completed Captain Dustin's financial ruin, and his connection with the lakes ceased. He died in St. Mary's Hospital in Detroit August 13, 1888, at the age of seventy-one, after an illness of about four weeks.

Captain Dustin was married, in 1858, at Claremont, N. H., to Miss Frances R. Ashley, by whom he had four children: Edward A., of the firm of Ashley & Dustin; Oliver S., a member of the same firm; and Katherine A. and Rosamond L., who are teachers in the Detroit Public Schools.

ASHLEY & DUSTIN. Of the many delightful trips by lake and river which are provided for the pleasure of the Detroiters, none is more popular than that afforded by the flyer of the lakes, the *Frank E. Kirby*, in her daily trips to Put-in-Bay and Sandusky. The history of the development of this route is both interesting and instructive as showing what pluck and enterprise can do, as well as affording a contrast between travel by water and rail.

Fifty years ago the only communication between Detroit and Sandusky was by means of boats sailing from Buffalo that touched at the various ports on the southern shore of Lake Erie on their way to Detroit. About this time, however, the Mad River and Lake Erie railroad was completed, forming a direct line between Sandusky and Cincinnati. Neither Cleveland nor Toledo

had railroad communication with the outside world at this time. In order to take advantage of the outlet afforded the South, the late John Owen, of Detroit, built a side-wheel steamer called the Arrow, and ran her between Sandusky and Detroit. She was, for those days, an excellent boat, made good time, and became quite popular with both passengers and shippers. The Arrow was succeeded by the Bay City, but this boat was withdrawn when the Detroit, Monroe & Toledo railroad was opened, as the railroad proved too serious a competitor to lake travel. Subsequently a wheezing old rattle-trap called the T. Whitney made weekly trips to Sandusky, but as her speed was not more than six miles an hour, she was not patronized to a great extent. She had two high-pressure engines, one for each wheel, and could not turn in her own length, but the puffing and snorting of the engine when she was performing this evolution were enough to frighten the timid and alarm the stout hearted.

In 1863 the Philo Parsons, owned by Peter, Simon and H. G. Fox, W. O. Ashley, and George L. Caldwell, began making daily trips to Sandusky, Mr. Ashley acting as clerk, and occasionally being in command, as he was on September 19, 1864, when the boat was captured by a gang of Confederates, refugees from Windsor. The Parsons ran two or three seasons and was then sold to Chicago parties.

The City of Sandusky went on the route in 1865 for a part of a season, and was succeeded by the small steamer Island Queen, which Mr. Ashley operated under charter. About this time Put-in-Bay began to attract attention as a summer resort, and believing that there were good prospects ahead for a regular boat to the island, Mr. Ashley succeeded in interesting the late John P. Clark in the matter, with the result that the Jay Cooke was built at Clark's dry dock and went into service on July 4, 1868. The Cooke was a fast boat with comfortable accommodations for passengers, and the Wednesday and Saturday excursions to the Island, which has since become popular, were inaugurated and have been continued to this day, the line continuing from that

time to this winter under practically the same management. This boat continued in the service for thirteen years, when she was sold to Andrew Wehrle, Eugene McFall and others of Middle Bass island, and put on the route between Put-in-Bay and Sandusky.

In 1892 the Alaska, also built by John P. Clark, succeeded the Jay Cooke, after running one or two seasons between Buffalo and the islands. She ran until May, 1889, when she caught fire while lying at the Michigan Central wharf in Detroit, and was burned to the water's edge. The season was finished by the Pearl and Gazelle, two of Clark's boats, one or the other of them running until June, 1890, when the Frank E. Kirby, built by the Detroit Dry Dock Company and named after the designer, began the daily trips which have been so successful and so pleasing to the patrons of the line. The Kirby is a very fast boat, and in August, 1894, made the trip from Twelfth street, Detroit, to Put-in-Bay, a distance of about sixty miles, in two hours, fifty-four and three-quarter minutes. W. O. Ashley, of the firm of Ashley & Dustin, is the managing owner of the Kirby, and the business of the line is attended to in the offices of the above firm at the foot of First street, Detroit.

In 1876, John P. Clark, owner of Sugar island at the mouth of the Detroit river, put one of his boats, the Riverside, on the route between Detroit, Wyandotte, Sugar island and Amherstburg, the office and business management being also placed with Ashley & Dustin. The Riverside continued in this business until June, 1893, when the Wyandotte, a much larger and finer boat took her place. The Wyandotte was designed by Frank E. Kirby especially for the river line, and is of sufficient size to carry large excursion parties to the island, making two or three trips each day according to the demands of the traffic. This has become one of the favorite short trips on the Detroit river. Both the Kirby and the Wyandotte do a large freight business, the former handling her proportion of the fruit trade from Put-in-Bay, Kelley and Middle Bass islands in the seasons. The Kirby

is commanded by Capt. A. J. Fox, an old and experienced officer.

LOUIS MOSS, a well-known engineer of the Great Lakes, was born in Prussia, Germany, February 17, 1848, a son of Louis A. and Regina (Kephant) Moss, who were also natives of that country and emigrated to the United States in 1857, locating in Buffalo, N. Y., on May 11, of that year. There the mother died in 1887, but the father, who is a tile manufacturer, is still living and now makes his home in Michigan.

The subject of this sketch was nine years old when, with his parents, he took up his residence in Buffalo, where he was reared and learned the machinist's trade at Sutton Brothers' Vulcan Iron Works. He began sailing from that port in 1862, as engineer on the yacht Grace Trecott, on which he remained until his removal to Cleveland, Ohio, in 1867. There he took charge of the tug Lidy Fox; in 1868 was on the tug Nelson, of Cleveland, and in 1869 was assistant engineer on the steamer Winslow, plying between Cleveland and Duluth in the passenger trade, and belonging to the Anchor line. In 1870 he was assistant engineer under D. P. Stewart, on the steamer Alaska, which made all lake ports, and remained on her until she was laid up in the fall of 1876. The following year he came to Chicago and took charge of the Chicago Starch Works, serving as superintendent of that establishment for two years and seven months. From the fall of 1879 until March, 1882, he was superintendent of the Arkenberger Starch Works, of Cincinnati, Ohio, and then again resumed steamboating as engineer on the Illinois and Mississippi rivers between Peoria and St. Louis. In 1883 he accepted the position of chief engineer for Halliday Brothers, at Cairo, Ills., having charge of all their boats until 1892, when he returned to Chicago and resumed steamboating on the lakes, as engineer with the Van Buren line. The following year he was made chief engineer of the Stiles building, where he remained for three years and seven months, after which he was assistant engineer of the "Brevoort Hotel",

but has since returned to the lakes. He ran the first compound engine on the lakes, and is now one of the oldest and most highly respected engineers of Chicago.

In 1867, in Buffalo, Mr. Moss was married to Miss Mary Fleeman, a native of that city, and a daughter of Adam Fleeman, an early and prominent business man of Buffalo. Six children were born of this union, namely: Minnie, now Mrs. Blust, of Peoria, Ill.; Mrs. Mamie Arter, of Chicago; Mrs. Lillie Powers, of Los Angeles, Cal.; Carrie, who died in 1895; Louis C., whose sketch appears below; and Charles.

LOUIS C. MOSS, a well-known marine engineer, now filling the position of chief engineer of the Western Refrigerator Company, Chicago, was born in Cleveland, in 1871, and is a son of Louis and Mary (Fleeman) Moss.

During his youth our subject learned the machinist's trade in Renney's machine shops at Cairo, Ill., and also learned the trade of a molder at Cleveland. At the age of ten years he commenced sailing with his father, remaining with him for some time, but after being granted a license he was employed as chief engineer on the tug Rosaline, and then on the A. B. Ward. For some time he was stoker on boats plying between Cairo, Ill., and New Orleans, and after coming to Chicago was first employed as assistant engineer on tugs. Later he held the same berth on the steamer Egyptian, plying between Chicago and Kingston, Canada, and on resigning went as assistant engineer on the John A. Dix, and then quit the lakes to become assistant engineer of the Gottfried Brewing Company. Later he was engineer of the Wrisley's Soap Factory, and was afterward similarly employed by N. J. Peters, and Walcott & Webster. His next position was as chief engineer of the "Brevoort Hotel," but at the present writing he is chief engineer of the Western Refrigerator Company. Socially he is identified with the Marine Engineers Association No. 4, and the Progressive Association No. 3, of Chicago.

In July, 1896, he was united in marriage with Lucy Griebahn.

CAPTAIN HENRY RICHARDSON is a native of England, born on June 22, 1842, at Nottingham, where he attended school. He is the son of Thomas and Charlotte Richardson, farming people, the latter of whom died when the subject of this sketch was seven years of age. There were other children in the family, the two now living being, Thomas, a resident of New Zealand, and Sarah, now Mrs. Tollas, residing at Bilbrough, England.

Captain Richardson has had a varied experience during his sailing career. When he first came to America in 1857 he shipped out of Baltimore in ocean vessels, continuing thus until the Civil war broke out in 1861. For about ten months during that year he was before the mast in the frigate Roanoke, the flag ship of the squadron under Commodore Goldsborough, and with her during the engagement between the Monitor and the Merrimac. Subsequently he was in government supply vessels for a short period, and from then and including the year 1866 he spent the summers on the lakes and the winters on the ocean. At various times during the winter seasons he has shipped in ocean vessels, having taken several trips to Galveston, Texas, and the West Indies, and was on one trip to Hamburg, Germany, on the bark Pearson. His first experience on the Great Lakes was in 1864, during which season he was in the brig Commerce, but he started permanently in the lake service in 1866, before the mast in the bark Sunrise, out of Chicago. The second and third trips he was second mate of her, and then went into mate's berth for the remainder of the season. In 1867 he was mate of the Sunrise until July, when he was given master's berth in the schooner Ellsworth, because of the death of the master, who had been shot by a member of his crew. The first trip of the season of 1868 he was mate of the schooner Gertrude, Captain Counce, which was sunk in the Straits of Mackinac by ice, and was a total loss. He finished the season as mate of the Collingwood with Capt. John Keith, now a vessel broker in the City of Chicago.

In 1869 Captain Richardson was master respectively of the schooners Maggie Dall and

Lincoln Dall, in which latter vessel he remained until the season of 1871, at which time he left her at Milwaukee to go as mate of the steamer barge East Saginaw for three trips. He was then promoted to master's berth in the Saginaw, holding the same for several years, during which she was sold and rebuilt, and finally sunk, a total loss, off Sand Beach, Lake Huron. From her he became master of the Stephen C. Hall, which he sailed until 1889. In the spring of that year he made two trips as master of the lake tug Summer, when she was sold to Henry Howard, of Port Huron. In September of the same year, he brought out the new steel steamer Viking and sailed her until the close of the season of 1894. During the seasons of 1895-96 Captain Richardson was located at Buffalo, looking after the vessel interests of Frank W. Gilchrist, of Alpena, Mich. Besides being master he owns interests in the steamers Stephen C. Hall, Viking, and the tow barges Light Guard, Ida Keith, and Vinland, the latter the consort of the Viking. He was also a member of the Ship Masters Association, and carries Pennant No. 133. Fraternally he is a Mason and a member of the A. O. U. W.

Captain Richardson was first married in Chicago, to Miss Isabella Dall, by whom he had one child, Harriet, now the wife of W. O. Wallace, of Chicago. His second marriage took place in Buffalo in 1890, when he was united to Miss Harriett Schoonover, and has one daughter, Ruth Evelyn, born May 30, 1897. They reside at No. 133 Lexington avenue, Buffalo, N. Y. The Captain has been quite a reader and is well informed. He has met with success in his undertakings, and belongs in the ranks of those men who have relied on their own resources, and owe their present position to no outside influence.

CAPTAIN WILLIAM CARLISLE belongs to the Carlisle family who were part owners of the large thread manufactory of Carlisle & Clark, in Paisley, Scotland. The English Channel bore no lad more ambitious and energetic than William Carlisle, who started out in marine life as cabin boy in 1842, at the early age of nine years. He



Henry Richardson

spent three years on the channel, and then came to America, living first in Montreal, and then in Napanee, Ontario, near Kingston. He at once went upon the lakes, sailing during the summer and attending a school of navigation in New York City during the winter for several years.

The first vessel of which Captain Carlisle was master was the schooner Daniel G. Ford, of Oswego, with which he was connected for seven years, and was then master of the schooner Delaware, for three years. Subsequently he was master of the following steamers: Cormorant, two years; Egyptian, one year; Hiawatha, one year; Wal-lula, two years; Yakima, four years, and the Yuma, one year. He was very successful in his life on the lakes, meeting with but one serious accident, and that previous to becoming captain. One winter while he was sailing on salt water, he was shipwrecked on the Island of Nassau, where he suffered an attack of yellow fever; and he was also wrecked at Sand Beach, on Lake Huron, at which time he lost everything he possessed. He was fearless, yet careful and conservative about his sailing, and was a thorough gentleman in every sense of the word. As mate he sailed over all of the principal seas, and possessed a certificate of master, as well as of mate on salt water, although he never commanded an ocean vessel.

In 1881, Captain Carlisle married Miss Frances Sauer, of Detroit, and to them were born three children—William Cecil, Daniel Roger and Colin Campbell. The Captain departed this life in 1894, and he was widely and deeply mourned.

FRANK KENYON, who is at present chief engineer for John J. Bagley & Co.'s tobacco works in Detroit, Mich., was for many years engineer on the Great Lakes. Mr. Kenyon is a member of the Marine Engineers Lodge in Detroit, and still preserves his acquaintanceship with the vesselmen of that city. He was born near Auburn, N. Y., in the year 1843, and was brought up in Niagara county, N. Y., where his parents moved soon after his birth.

Mr. Kenyon served an apprenticeship as

machinist, and later worked at his trade in Saginaw, Mich. He first went on the lakes as second engineer of the old Eighth Ohio. Afterward he spent five years tugging, during which time he was second engineer of the tugs Livingston, Torrent, Champion, Winslow, and one or two others. After leaving the tug boats he sailed part of the season as second engineer of the B. W. Jenness, owned by Christie & Co., of Detroit. Since that time he has been off the lakes, and has held his present position as engineer with John J. Bagley & Co. for some twenty-two years.

Mr. Kenyon has lived in Detroit for twenty-five years. He is married, and has one son, William S. Kenyon, who is at present employed in a machine shop in Chicago.

W. D. TURNBULL, of Detroit, Mich., was born in 1854, in Hamilton, Ontario, and went to Detroit at an early age. He has lived at Detroit ever since, and is well known there.

Mr. Turnbull served an apprenticeship as machinist at the Detroit Dry Dock Engine Works, beginning in 1871, and from the time he finished his trade until 1880 he worked at it steadily. In 1880 he went on the lakes as second engineer of the William Cowie. He did not sail in the season of 1881, but remained ashore, and worked in a machine shop. For the two following seasons he was chief engineer of the barge Abercorn. After leaving the Abercorn he was engaged by the Interocean Transportation Company, of Milwaukee, and remained with them eleven years. During the first three seasons he acted as second engineer of the steamer Merrimac, and for three years following was chief engineer of the same vessel. He then was given charge of the steamer Manhattan, and his last five years with the Interocean Transportation Company were spent as chief engineer of that vessel.

Since leaving the lakes, after the season of 1894, Mr. Turnbull has not sailed. He was chief engineer of the Chamber of Commerce building, Detroit, from March 1, 1895, to April 1, 1896, and has held his

present position as engineer of the Union Trust Building since May 1, 1896. In June, 1898, Mr. Turnbull was married to Miss Mary E. Kelly, of Muskegon, Michigan.

JOHN M. CRONENWETH believes that he is the oldest active engineer on the lakes. He was born in Detroit, February 25, 1831, his father being John M. Cronenweth and his mother formerly Miss Anna Heffner.

In 1846 he started to learn the machinist's trade in the shop of Bartley & Kinney. In 1849 he shipped as second engineer of the propeller Odd Fellow, and in 1850 he held the same position on the steamer Bell. In 1851 and 1852 he was chief engineer of the propeller J. W. Brooks, and from that time till the spring of 1860 he worked as a machinist in the DeGraff & Kendrick shops, excepting for the season of 1857 when he was second engineer on the propeller Montgomery. During the season of 1860 he was chief engineer of the propeller General Taylor, and for 1861-62-63 he had charge of the engine of the propeller Mineral Rock. From 1864 to 1868, both inclusive, he was chief engineer of the propeller Meteor, and from that fall till the spring of 1873 he was on shore running a stationary engine. During the season of 1873 he ran the engine of the tug River Queen, and in 1874 and 1875 he had charge of the tug John Martin. For the seasons of 1876-77-78-79-80 he was chief engineer of the propeller J. W. Wetmore, and since then he has been chief engineer of the tug Torrent, towing rafts for Alger, Smith & Co.

In 1855 Mr. Cronenweth was married in Detroit to Henrietta Atkinson, a native of New York. She died in 1873, and in 1876 he married Lillian Wenner. She died in 1890 leaving him a widower with six children: Jessie, Katie, Mintie, John, Herbert and Russell Alger.

PHILANDER L. JOHNSON, son of Capt. Levi Johnson, was born in Cleveland June 22, 1823. He attended the primitive public schools possessed by that city in its early days, but which did not insure for him a very extensive education, so he supplemented this learning by attending the Ober-

lin preparatory school. After leaving school he worked for his father in all of his building enterprises, in fact the lives of both father and son ran so close together that it is but right that this article should give the salient points of both.

Capt. Levi Johnson, the father, was one of the early pioneers of Cleveland. He was a native of Herkimer county, N. Y., and was about twenty-four years of age when he located in the Forest City. His usefulness and skill as a builder could be seen all about the embryo city, both in public and private edifices, some of which are still standing as monuments to his industry and enterprise. He constructed for himself and family a log cabin on what was then called the Euclid road, near the public square. In 1812 he built the old log court house and jail, which were combined, on the northwest quarter of the square. It is interesting to note that he also put up the gallows on which the notorious Indian O'Mic was hung. This Indian killed two trappers, named Wood and Gibb, who had granted him hospitality for the night. During the sleep of the trappers O'Mic arose and tomahawked both in order that he might carry off the wealth of pelts which the trappers had stored away in their cabin. Capt. Levi Johnson built the first frame house in Cleveland, on the site of the present "American House," for Judge John Walworth. In 1811 he built the "Buckeye House" for Adolphus Edwards on Woodland Hills avenue, and soon afterward several other houses and barns in Newburg township.

He then turned his attention to ship-building, and in 1813 he built the schooner Ladies Master, near his residence on the Euclid road, and the boat was hauled to the foot of Superior street by ox-teams, and was there launched. Captain Johnson sailed the Ladies Master quite awhile, and it was with her that he transported Commodore Perry's officers, who stopped at the islands off Cleveland previous to that notable victory on Lake Erie, September 10, 1813, which gave the United States control of all the northwestern lakes during the war of 1812. It will be seen that Captain Johnson was the first to constitute Cleve-

land as a ship-building port, and well has the city maintained that honor to the present day. He next commenced the construction of the schooner *Pilot*. In order that he might be near his timber base of supplies, he laid the keel in the woods on the Euclid road near the site on which the *Ladies Master* was built, now occupied by the opera house, and when she was finished he sent for his friends in the country round about, and they came with their oxen, twenty-eight yoke. They placed under the schooner a number of rollers, hooked on the oxen, and soon had her at the foot of Superior street, where she was successfully launched in the Cuyahoga river.

In 1817 Captain Johnson built the schooner *Neptune* on the river near the foot of Eagle street, which was also in the woods at that time. In 1824 he built the first steamboat constructed in Cleveland, just below the foot of St. Clair street. He called her the *Enterprise*. He sailed this steamer until 1830, doing a fair business. He then stopped ashore and built the old stone lighthouse where the present stone structure now stands, after which he went to Cedar Point and set the buoys marking the channel to and into Sandusky bay. His next contract work was the construction of 1,700 feet of the government east pier at Cleveland. He also built a lighthouse at Saginaw, and the stone house on the corner of Lake and Water streets, Cleveland, in 1841. He made this house the family homestead. Then followed the construction of a block on Bank street, opposite the old Academy of Music, and the block known as the Johnson House on Superior street. There are also many other substantial evidences of his enterprise and good judgment in and around the city of Cleveland.

At the time of his death, December 19, 1871, he left three children: Harriet, the late Mrs. Alexander Sackett; Perry W., a vessel master; and Philander L. The last named son inherited the old homestead at the corner of Lake and Water streets, where he lived fifty-three years. He recently removed to Lakewood on Lake avenue, just west of the city of Cleveland, overlooking old Lake Erie. He has been

closely identified with the labors of his father since his school days, and is now actively engaged in caring for his real-estate and large vessel interests. He is an honored citizen of Cleveland, a thirty-second-degree Mason, and a member of the Knights of Pythias fraternity. He wedded Miss Sarah M. Clarke, of London, England, in 1865. Five of the seven children born to this union are living, namely: Margaret, now Mrs. Lorimer Porter; Mary, now Mrs. A. K. Spencer; Harriet R., Levi and Clare.

CAPTAIN ERASTUS DAY, the genial founder and superintendent of all of the docks in Conneaut, Ohio, has perhaps more appreciative friends and acquaintances than any other man on the lakes. Whoever has had the pleasure of meeting this courteous gentleman, valiant captain and obliging superintendent, desires to be thought well of by him because he is a man. He is true and sincere, and has a pleasant word for everybody.

In the way of genealogy, the Captain is a descendant of an old Vermont family by both branches of the ancestral tree. His paternal grandfather was Nathaniel Day, a heavy dealer in lumber for shipment to Europe. He had a family of six sons and one daughter. On the maternal side was grandfather Alvin Simons, who was blessed with a good old-fashioned American family of twelve children. Both families removed to Ogdensburg, N. Y., where Samuel Day and Perseus Simons grew up together and were married, and they were the parents of Erastus Day, the subject of this article, who was born in Ogdensburg in 1831. He received his public-school education in that city. His father, Samuel Day, was an accomplished steamboat master, and sailed the *William IV*, which was a novel craft, carrying four smokestacks, one more than the great steamer *North Land* can boast of. He also commanded the passenger steamer *Transit*, which, when the passenger trade did not pay, towed vessels and logs. The old steamer *Traveler* was another of Captain Day's boats. She was a side-wheeler, and had two walking beams. He sailed her two seasons; after which he retired, removed

to Michigan and located thirty miles north of Detroit, where he died. His widow some time after went to live with her son Erastus in Cleveland until 1896, when she passed to the better world.

Captain Erastus Day was quite young when he commenced to make his individual way in the world, as he shipped as cook on the schooner H. M. Kinney, in 1844, with Captain Davidson, and in 1845 he occupied a like berth on the schooner John E. Hunt, with Capt. Wm. F. Simons. The next season he shipped as seaman with Capt. D. Sweetland, on the schooner Josephine, passing the next two years on the schooner Rip Van Winkle as seaman, and the third season he was promoted to the berth of second mate of that schooner. In the spring of 1850, he was appointed mate of the schooner Lavina, retaining that position three seasons, when he assumed command of her. Thus by close attention to his duties which he has since shown in his business life, the Captain in nine years rose from the humble position of cook to that of master of a big boat, which carried all the way to 9,000 bushels of wheat. In those days grain was transshipped from canal-boats to vessels in buckets which were passed from hand to hand along a line of men, and weighed in a hopper aboard the vessel.

In the spring of 1854 Captain Day was appointed to the command of the three-masted schooner W. F. Allen, which had a capacity of 14,000 bushels of grain. The next two seasons he sailed the fore-and-aft schooner Marquette, of equal tonnage. From 1857 to 1859, inclusive, he had command of the speedy and handsome schooner Cascade, and in 1860 and 1861 the stanch bark B. A. Stanard, a monster capable of carrying 28,000 bushels. There was but one larger vessel on the lakes. In the spring of 1862 he again became master of the Cascade, and paced her decks for three seasons. Having acquired a neat little sum of money, the Captain then purchased the Mayflower, not the historic ship that so many of the American citizens of to-day had ancestors on, but a much better craft, with a carrying capacity of 10,000 bushels. He sold the Mayflower in the fall, retired from act-

ive business life on shipboard and entered into business affairs in Cleveland. He took immediate charge of the ore docks of A. B. Stockwell, remaining with him two years. He then leased some dock room and went into the dock and commission business, which he conducted successfully for fifteen consecutive years. In 1872 he was appointed superintendent of the New York, Pennsylvania and Ohio ore docks in Cleveland, in addition to his individual business, managing both until 1892, when he left Cleveland to inaugurate the building up of the great monument of his life, the construction of the fine system of docks at Conneaut harbor. How he has succeeded in that enterprise is known from one end of the chain of lakes to the other, and has made the port of Conneaut popular to all lake men. The fathers of the harbor have named a street in honor of Captain Day.

Captain Day has an inventive mind, and it was his inception that has produced the present system of hoisting and conveying machinery, now in use on all docks, for the handling of ore. The Captain has also simplified the handling of railroad rails by the invention of a hoist for that purpose. By the old system but one rail could be raised at a time, but by this device the number of rails is only limited by the power of the whirley to which it is attached, holding them until they are easily and speedily placed in the hold of a vessel, seven rails being the number first experimented with, the appliance working to perfection. The Captain is also the discoverer of the tug Erastus Day, which bears his name.

Capt. Erastus Day was wedded to Miss Sarah M., daughter of Benjamin Kenyon, of Theresa, Jefferson Co., N. Y., the ceremony being performed in 1854, after which they went aboard the schooner W. F. Allen for a round wedding trip. The children born to this happy union are Charles, now a foreman in the docks at Conneaut; Edward, who occupies a like position; Lula, the wife of G. C. Shepard, of Medina, now a mechanical engineer at Cramp's shipyard; Lillian, the wife of T. R. Gillmore, of Lorain, Ohio (a nephew of Gen. Q. A. Gillmore), now superintendent of docks at Hu-

ron, Ohio. The family homestead is handsomely situated on Hilliard avenue, Lakewood, Cleveland, Ohio. Socially, the Captain is a thirty-second-degree Mason, which comprises Bigelow Lodge, Webb Chapter, Cleveland Council, Holywood Commandery and Al-Koran Temple.

JAMES WILLIAM BROOKS, one of the most prominent marine engineers sailing out of the port of Buffalo, was born in Cambridgeport, Mass., September 7, 1851. He is a son of Amos and Martha (Cook) Brooks, and traces his genealogy through a long line of American pioneers, in both Vermont and Massachusetts. He attended the public schools of his native city, after which he engaged in various occupations suitable for a boy of his age.

In the spring of 1878 Mr. Brooks came to Buffalo, N. Y., and shipped as fireman on the steamer Badger State, thus beginning a career on the lakes which he has continued for many years. He worked hard, attending closely to his business, and this course, combined with a fund of native qualification, insured for him rapid advancement. In the spring of 1879 he shipped as oiler on the steamer Commodore, transferring to the Montana the following season in the same capacity. In the spring of 1881 he was appointed second engineer of the Badger State, and in 1882 he went as second engineer of the City of Rome. In the spring of 1883 he again entered the employ of the Western Transit line as second engineer of the Badger State, which position he held until the fall of 1886, being appointed chief engineer on the steamer Fountain City in the spring of 1887, and remaining in charge of her machinery until the winter of 1890. The spring of 1891 found him chief engineer of his old steamer, the Badger State, which he ran two seasons. In 1893 he was transferred to the Commodore as chief, holding the berth until August, 1895, and finishing the season on the steamer Mohawk of the same line. In the spring of 1896 he again took the steamer Commodore, which he laid up at the close of navigation in Buffalo harbor, thus rounding out a period of eighteen years,

with a break of but one year, in one employ. It will be observed that Mr. Brooks advanced from the humble place of fireman to be chief engineer of the largest boat of the line for which he worked. He has seventeen issues of marine engineer's license. Socially he is a Master Mason, being a member of DeMolay Lodge No. 398, Buffalo; he is also an ardent and active member of the Marine Engineers Beneficial association, and was presiding officer of Buffalo lodge for the years 1889, 1894 and 1895. He is also a charter member of the Association, and has taken more than an ordinary interest in matters pertaining to the marine engineers of Buffalo.

In 1866 Mr. Brooks was wedded to Miss Laura E. Duley, of Buffalo, and there were born to this union three sons: William H., Frederick and Nelson M. The family residence is at No. 144 Sidway street, Buffalo, New York.

J. O. SNYDER, of Detroit, Mich., at present employed in fitting out boats for the well-known vessel firm of Parker, Millen & Co., of that city, was born in Bavaria, Germany, in the year 1850. Mr. Snyder was raised and educated in his native place, and when he first started to work went to sea on the North German Lloyd steamer City of Bremen. He was firing on the Bremen for eighteen months, and then left the sea for the Great Lakes. He lived for several years in Clayton, N. Y., and while there became a naturalized citizen of the United States.

Mr. Snyder's first season on the lakes, that of 1870, was spent on the Lake Ontario tug Nelson Summer, on which he was employed as fireman. He then entered the government service, and for three years was firing on the United States survey boat Ada. Leaving government employ, he was engaged by the Detroit, Belle Isle & Windsor Ferry Co. as second engineer of their new ferryboat Excelsior. On her he remained two years, and then went on the steambarge Alpena as second engineer during the next season. He was also second engineer of the steambarge Alcona for two seasons, and left to be chief engineer of the steamer

Germania, owned by McClaren & Co., of Toledo. He was on the Germania two years, and then returned to the Alcona as chief, in which capacity he served four consecutive years. He then entered the employ of Parker, Millen & Co., and has been with them the past nine years or so. During his first season with that firm he was chief engineer of the Iron Chief, and for the four following seasons was chief of the Iron King. During the last four years he has been engaged in repairing and fitting out boats.

Mr. Snyder is married, but has no children. He has been a resident of Detroit for the past nineteen years.

WILLIAM TOMLINSON, chief engineer of the American Glucose Starch Works, is a sturdy Scotchman, having been born in Glasgow, Scotland, February 12, 1849. His parents, Joseph and Mary (Spears) Tomlinson, were from the North of Ireland, and the father at one time was an engineer on salt water.

In 1869 the younger Tomlinson came to America, stopping first in Toronto, Canada, and a week later arrived in Buffalo, which latter place he has ever since considered his home. Previous to coming to this country he spent three years at the machinist's trade in Glasgow, in which city he also received all of his common-school education. In the spring of 1869 he began his life upon the lakes, shipping from Buffalo upon the steamer Thomas A. Scott, of the old Anchor line, as greaser. After two years in this capacity he went as second engineer on the China for a couple of seasons, with the same chief, and followed this with one season in the Philadelphia, one season as second engineer and acting chief of the W. T. Graves, and the following season as chief of the old Ararex, seven years in all. In 1876 he took the position of chief engineer of the Grape Sugar Works, where he remained ten years, and continued with the company when it was reorganized and changed its name to the present, the American Glucose Starch Works, where he still remains, having been with the new company ten years also, and twenty-one years

in August, 1898, in substantially the same employ. Mr. Tomlinson has been a member of the National Association of Stationary Engineers for seven years, and is in such good standing that he was nominated as delegate to the State Convention, which took place in Albany, January 15, 1897. Socially he is a thirty-second-degree Mason, and a Noble of the Mystic Shrine.

On July 15, 1875, Mr. Tomlinson was married to Ellen Barrett, of Canada, and they have one son, James W., now (1898) twenty years of age, who occupies the position of bookkeeper to the superintendent of the Courier building.

WILLIAM H. CURTIS, more familiarly known as Capt. Henry Curtis, was born at Tonawanda, March 20, 1842, and is a son of Robert Curtis, who for many years kept a boathouse on the Niagara river. Our subject has been connected with the Niagara river in some capacity all his life, and remembers very well when the Bates horse ferry was established between Grand Island and the American shore in 1857. His first sailing on the river as engineer was in 1867, on the steamyacht Undine, upon which he worked a year, and for two seasons following he was engineer of the Dime.

In 1869 Mr. Curtis bought out what is known as the Curtis Boat House, on Squaw island, at the foot of Mill street, and with it about seven small boats. He has owned the property ever since, and now conducts it in connection with his steamyachts. In 1876 he built the steamyacht Charles F. Nagle, of which he was master and owner for six years. In 1882 he built the Loke Clerk, and was master and owner of her for six or seven years. In 1888 he built the Ella H., owning her six years, and in 1894 built the Matt Wagner, of which he is now the master, and owner in partnership with William E. Becker.

Captain Curtis was married to Mary Ann Fleming, in January, 1862, and they have five children as follows: Martha, Laura, Lillie, Jennie, and Robert H. Curtis, who was employed with his father at the boat house, and in 1898 was on the steamer Falcon.

While master of the *Matt Wagner*, during the season of 1893, Captain Curtis had an experience with lightning which he will never either forget or recover from, an account of which was published in all the papers of this country and perhaps others, and made him "one of the wonders of the world" for months after it took place. It was marvelous in the extreme. On the 3d June, 1893, he took a party of gentlemen from the Title Search office down the river on a pleasure excursion. They stopped off for most of the time at Sour Spring Grove, but later went farther down the river to Edge Water. On the return trip, when opposite the grove, at about six o'clock in the evening, in the midst of a thunder squall, during which it rained very hard and was quite dark, the Captain, while at his wheel, was struck by lightning. The crown of his hat was burned completely off, his clothes were torn, his flesh was severely burned, and his trousers were cut in places as precisely as if some one had used the shears on them. His watch was also destroyed. The current descended from his head down his right side to the knee, then retraced its track to about the middle of his body, crossed over to his watch and from there to the drum of the wheel of the boat and off into space by way of the rudder chains. The case and ring of his watch were partly melted, the second hand and a part of the works were destroyed, and every link in the watch chain was opened as carefully as if done by a mechanic. The Captain was cared for as well as possible by Dr. Daly, who was one of the party, with the willingly rendered assistance of the other members, but it was not until five hours after the occurrence that he showed any signs of consciousness, and that was when he was being conveyed ashore to his house on Squaw island. He finally recovered, but it was thirty days before he was able to resume the command of his yacht, *George Bohn* in the meantime having her in charge. Something singular about the action of the current was that it left all the glass of the pilot-house window on the outside of the house, not a "smithereen" being found anywhere on the inside. Only the outside edge of the moulding of

the house was bruised, and the drum of the wheel was split. Captain Curtis' hat, or what remained of it, is in the possession of the gentlemen from the Title Search office who were with him, they withholding it as a highly prized relic to be given to no one. The watch is still in the custody of the Captain, in the condition that it was left by the current, and the links of the chain are in the hands of various citizens of Black Rock, friends and neighbors of the Captain.

Another singular fact to be related in connection with this incident is that exactly one year later, day and date, and at the same hour, Captain Curtis was on the same boat, in the same capacity, a similar storm came up, the lightning split a tree on shore about fifty feet from where his boat was sailing, at West Side, opposite to Falconwood. He distinctly felt the shock, and his son was compelled to relieve him at the wheel so that he could go aft and lie down to get rest and recuperate before he could resume his duties.

CAPTAIN JOHN DECATUR PETERSON is a steamboat master who has the esteem of all lake mariners. He is a man of good purpose and of strict integrity, and who has by close application to his duties attained to the command of one of the good steamboats on the lakes, the *J. C. Lockwood*. It has been the pleasure of the writer of this article to have known Captain Peterson for a number of years, and he can say with truth that no more skillful or seamanlike master ever stepped aboard a steamboat.

Captain Peterson is a son of Capt. John and Ann (Lee) Peterson, and was born February 26, 1841, at Black River, Ohio. His father was for a long time master of lake vessels, among which were the schooners *Rambler*, *Monson*, *Eclipse*, *Tartar*, *Wild Rover*, *Live Yankee*, *Eveline Bates*, and *David Provost*, part of which he owned. Captain Peterson's mother was a sister of Capt. Seth Lee, whose name will be found many times by the close readers of this history.

Capt. John Decatur Peterson attended the public schools in Huron, and the business college at Cleveland two winters, after

he commenced sailing. He began his lake-faring career at the age of fifteen years, and when fifteen years of age he shipped on his father's boat, the *Wild Rover*. In the spring of 1858 he shipped on the *Eveline Bates*, and the following season (1859) was appointed second mate. The schooner was chartered to take a cargo of oak plank from New Baltimore, Mich., to Liverpool. She made good weather of this voyage and after eighteen days out she arrived at Liverpool, and was then sent to the *Cardinas*, Cuba, with merchandise, which she discharged and went light to New Orleans. At this time freights were dull, and she laid in New Orleans four weeks. She returned to the lakes in 1861.

In the spring of 1860 Captain Peterson was appointed mate of the schooner *Surprise*, with Capt. Hugh Morrison, and remained on her a full season. In 1861 he was made mate of the schooner *Cape Horn*, and the following season mate on the schooner *Eveline Bates*, which his father sailed. In the spring of 1863 he was appointed master of the schooner *Wings of the Morning*, and in 1864-65 master of the schooner *George D. Dousman*; in 1866 master of the bark *DeSoto*; in 1867 master of the schooner *Charles Wall*; 1868, master of the schooner *King Fisher*; 1869, master of the *Charles Wall*; 1870, master of the schooner *David Stewart*, in which he continued until the close of the season of 1880.

In the spring of 1881 Captain Peterson was appointed master of the steamer *Columbia* (the construction of which he had superintended), plying between Buffalo, Chicago and Duluth. On July 27, 1889, he took command of the new steamer *J. C. Lockwood*, which had also been built under his supervision, and has sailed her up to the present writing, giving satisfaction to all parties. In both the *Columbia* and the *Lockwood* the Captain owns a large interest. Captain Peterson was in the employ of Mr. J. C. Lockwood for twenty-seven years, and has always been considered one of the most reliable masters. Mr. Lockwood died in the fall of 1892, and in the spring of 1893 Captain Peterson was made manager of the steamer *J. C. Lockwood*. Two years later

she was sold to F. B. Case, of Norwalk, Ohio, and one year later, 1896, she was sold to George W. Brown, but by reason of his residence in New York City, Mr. Brown was unable to give the steamer the attention required; he still retained Captain Peterson as his manager, which position he has held since 1893. This shows a confidence of which Captain Peterson may well feel proud.

He is a member of the Ship Masters Association and carries Pennant No. 329. He is also a Chapter Mason (since 1866), and is a charter member of Marks Lodge of Master Masons, of Huron, Ohio. His Chapter is No. 72, Sandusky, Ohio.

In 1862 Captain Peterson was united by marriage to Miss Eulalia C. Benschoter, of Huron. The children born to this union are Carlin E., William D., Eva R., Bessie A., Jennie B., Hiram H. and Walter. The family homestead is in Huron, Ohio.

JOSEPH J. KRACH, who has had a varied experience as engineer on the lakes and rivers, nominally retired from the engine room in May, 1891, to take charge of the mechanical department of the Meisenheimer Printing Company, doing business at No. 330 Clinton street, Milwaukee, Wis., in which he is a stockholder. It was not his purpose, however, in retiring from active service on the lakes to sever his connection with his shipmates, as he remains an ardent member of the Marine Engineers Beneficial Association. He is a strong advocate of the principles of the order and has upheld them on all occasions, and has ever been active and earnest in performing any duties that devolved upon him. He joined the association in 1883, and since that date has been three times elected to the office of president of Milwaukee Lodge No. 9. He has also been chosen as delegate to represent his lodge in the national conventions at Milwaukee and Chicago; also at Charleston, S. C., but press of business at the printing office prevented his attendance. He has generally had charge of the publication of the Engineers' Directory.

Joseph J. Krach was born on July 17, 1853, at St. Louis, Mo., and is the son of Joseph and Elizabeth (Tingey) Krach, the

father being a native of Ellingen, Bavaria, and the mother of Barnet, England. They were married in England and came to the United States in 1851, locating at St. Louis, Mo., which city they reached by way of the St. Lawrence river, the lakes, Illinois canal and the Mississippi. After reaching his new home the father started in the shoe-making business, doing a large share of custom work. He died in 1887 at the age of seventy-five; the mother, being in her seventy-sixth year, is tenderly cared for by her son Joseph. Joseph J. acquired a liberal public-school education in St. Louis, and during vacations was always around the water, making voyages on the Mississippi, between St. Paul and New Orleans, and on the Missouri, Red and Tennessee rivers to various points. After leaving school he learned the printer's trade, and in 1874 went to Milwaukee. The next year he shipped as fireman on the tug F. C. Maxon, followed by a season in each of the tugs Ed L. Anthony, J. B. Merrill and W. K. Muir in the same capacity.

In 1879 Mr. Krach took out an engineer's license, and after coming out on the tug F. C. Maxon, he was appointed engineer of the Levi Johnson, and took her to Kenosha, Wis., where he was engaged waiting on a dredge. The next year he came out on the tug S. S. Coe, but closed the season on the F. C. Maxon. That winter he went fishing out of Racine with Capt. Frank Lovell in the tug R. Wetzell. In 1881 he entered the employ of Parker & Maxon, and ran the tugs S. S. Coe and F. C. Maxon alternately until September, 1883, when he was appointed to the tug Arctic, of the Goodrich Transportation Company, operating at Grand Haven, and ran her until July of the next season, when he was appointed engineer of the tug Welcome, commanded by Capt. Charles Moody. In the spring of 1885 he came out in the tug Uncle Sam, closing the season on the Robbie Dunham, after which he joined the steamer Hilton, and in 1887 the steamer New Era, leaving her to help fit out the new steamer William H. Wolf, to which he had been appointed second engineer. In the summer of 1888 he also assisted in fitting out the new

steamer Helena, and was appointed second engineer, Scott Pratt being chief. The following spring he joined the steamer New Era as chief, and in 1890 the St. Joseph in the same capacity, running her until May, 1891, when he resigned to go into business as above stated. He installed the entire steam plant of the Meisenheimer Printing Company, assumed charge of all the mechanical appliances, and fills the office of foreman of the composing rooms. During the winter months he was generally employed in the machine shops of Thomas Sheriffs, of Milwaukee, on repair work of steamboats.

The following facts are witnesses of his bravery: While engaged in tugging he assisted in saving the lives of part of the crew of the bark Tanner, the captain and cook being drowned; and also, with the assistance of the crew, while acting as engineer of the tug F. C. Maxon (1881) rescued a prominent grocer and son from drowning in the West Menominee river, their horse having backed over the dock. It was during the year of 1885 when on the tug Uncle Sam, having in tow a lumber schooner, that he observed the main boom to jibe and knock a sailor overboard. Quick as a flash the tow line was cast off and Capt. Steve Green notified, and the vessel put to full speed toward the drowning man, who was rescued just as he was disappearing. He has twenty-one issues of engineer's license.

Mr. Krach was wedded to Miss Loretta, daughter of Matthew and Mary (Barry) Dunn, of Queenstown, Ireland, on December 7, 1886. The children born to this union are Edward T., a graduate from the Milwaukee high schools; Myra L., Ruby A., Viola E. and Beulah. The family homestead is in Town Lake, Milwaukee, Wisconsin.

CAPTAIN JAMES FERGUSON, who retired from active life on shipboard many years ago, keeps in touch with the marine fraternity as selling agent for the supply firm of T. M. Sullivan. He was an old salt-water sailor, spending many years on the Atlantic ocean. He was born in Bangor, near Belfast, County Down, Ireland, June

16, 1833, a son of George and Bell (Cardey) Ferguson. The father was an old sea captain, his last voyage across the Atlantic being on the schooner *Louise*, bound from Quebec, in 1840. On the return passage from Quebec to London he was wrecked on or near Prince Edward Island, the crew all being saved. He then purchased the *Louise*, above mentioned, and set out for home, touching at Belfast. After reaching London, and discharging his cargo, he shipped as master of the schooner *Kittie*, in the coasting trade, and was thus engaged until one sad day when a small boat capsized with him and he was drowned, being at that time seventy years of age.

It was on the *Kittie* that James Ferguson, the subject of this article, began sailing with his father, remaining on her but three months, when he was bound as an apprentice for four years in the brig *Undine*. After remaining half of the specified time he ran away from his ship at Liverpool, and joined a ship bound for ports in the Black Sea. His next berth was on the brig *Peru*, on a voyage up the Danube river to the Black Sea ports, touching at Gibraltar and Constantinople, and returning to Sligo, Ireland, after an absence of thirteen months.

In 1851 Captain Ferguson shipped out of Donegal, Ireland, on the brig *Despatch*, in the passenger trade to New York. On his arrival in that city he joined the packet ship *Isaac Webb*, bound for Liverpool, and carrying passengers to attend the great exhibition at London of that year. His next voyage was in the full-rigged ship *Adept*, followed by a season in the *Corea* in the passenger trade between Liverpool and Charleston, S. C.; then on the schooner *Sarah Louise*, after which he was on the steamer *Southerner*, that being his last vessel in the ocean trade.

It was in the spring of 1852 that he went on the lakes, shipping out of Oswego, N. Y., in the square-rigged brig *Algoma*, after which he joined the schooner *Henry Wheaton*, closing the season in the brig *Sizer*, with Capt. G. Vickery. The next season he shipped in the new schooner *Belle Sheridan*, of the Red Bird line, all of the vessels of this line being painted a

bright red. He was also on the bark *Indiana* that year, and on the *Grace Greenwood*, Capt. Joseph Kimball, to which vessel he helped to fit the rigging. In 1854 he was seaman on the brig *Pilgrim*, with Capt. Jack Gorham, that vessel being the first to carry a cargo of stone for the canal at the Sault. He then transferred to the schooner *H. Spencer*, with Captain Peterson; was on the bark *Merrimac* a short time, and closed the season on the *Grace Greenwood*. He passed the next season on the schooners *Avery* and *Morey*.

In the spring of 1856 Captain Ferguson was appointed mate on the schooner *Dreadnaught*, closing the season as mate of the *Merrimac*. The next six years he sailed as mate on the schooner *George Steel*, after which he joined the schooner *McGill*, with Capt. Robert Kerr. In 1866 he was made master of the schooner *Cuyahoga*, and sailed her three seasons. In 1869 he sailed as mate of the schooner *Henry Fitzhugh*, and as master of the *Alvin Bronson*; 1870 was master of the schooner *George Foote*; in 1871 was mate of the *Corsican* and *Senator*; in 1872 was mate of the schooner *Dreadnaught*, and the next three seasons he was master of the schooner *Hoboken*. The season of 1876 he passed as mate on the schooners *Frank Crawford* and *Ada Medora*, owned by Captain Martin, and he then transferred to the *Frank Crawford* as master. During the same season he was mate on the *Ada Medora* and *Sam Cook*. In that fall he removed to Chicago and worked in Miller Brothers' shipyard. During the next two years Captain Ferguson was mate of the Canadian schooner *Hyderabad*; of the *Groton*, which was in the Lake Superior ore trade; and of the *Floretta*, working winters in Miller Brothers' shipyard.

In the spring of 1880 Captain Ferguson began work for John Ford, in Chicago, soliciting orders for groceries and meats, remaining in their employ five years. In 1885 he engaged in the same business with *Magner & Winslow*, greatly increasing their trade during the twelve years he was with them. In 1897 he transferred his services to the Chicago Packing Company's

meat market, Mr. Roland being manager. In August of that year he took a vacation, going on the steamer Cuba to the St. Lawrence river ports. On his return to Chicago he again worked for Magner & Winslow, after which he was with Degan & Sullivan until 1898, when Mr. Degan withdrew from the firm, Mr. Sullivan still continuing the business.

On October 11, 1853, Captain Ferguson was united in marriage to Miss Eliza, daughter of George and Eliza (Curry) Hillock, of Oswego, N. Y., the ceremony being performed by Mason Gallagher, an Episcopal clergyman, who was afterward chaplain of the Twenty-Fourth New York Volunteer Infantry during the Civil war. The children born of this union are George Henry, now in the commission business on Water street, Chicago; James W., a printer, who married Minnie Linn; Joseph Curry, who died in May, 1896, leaving a widow; John, who has been with the purchasing agent of the Rock Island Railroad Company for fifteen years; Belle, widow of William Strouts; and Olive E., all of whom were born in Oswego, N. Y. The grandchildren are Sylvester J. Ferguson and William and Warren J. Strouts. The family residence is on Indiana avenue, Chicago, Illinois.

CAPTAIN JOHN WESLEY DUDDELESON has demonstrated by many years' experience to be one of the most accomplished steamboat masters on the lakes, and possesses the happy faculty of keeping his steamer out of all kinds of trouble. He is a man of sterling integrity and good business methods, and has held many responsible positions. He is the son of George and Lucretia (Curtis) Duddleson. His father was born in Perry county, Ohio, and his mother in Medina, Medina county, N. Y. They met at Upper Sandusky, Wyandotte county, Ohio, their parents being pioneers of that place, and were united by marriage, and it was there that John W. was born in 1848. The father's brothers, who followed the lakes, were: Jefferson, at one time mate of the steamer Dart, with Captain Dustin, master of the schooner Dan Sickles and master of the scow Ino, which he rebuilt after pur-

chase; and William, who became mate of vessels. The family eventually removed to Indian Mill, Ohio, and it was there that John W. acquired the rudiments of his education. The mother died in 1859, but the father is still living, his age being seventy-five. After remaining on the farm until 1860, John W. became an apprentice to the machinist's trade, serving until the winter of 1863, and gaining much practical knowledge which has proved valuable to him in his steamboat experience.

Although quite young, Captain Duddleson became a volunteer soldier of the war of the Rebellion, enlisting in Company F, Capt. Joseph McCutcheon, 9th Ohio Volunteer Cavalry, on December 2, 1863, serving nearly two years at the front, participating with his regiment in the engagement of April 13, 1864, at Florence, Ala.; May 16, at Center Star; July 11 to 22 on the Rosseau raid into Alabama and Georgia; August 30, at East River, Ga. He also had the honor of marching with Gen. W. T. Sherman to the sea, and took part in the battle of December 4, at Waynesboro, Ga.; February 2, 1865, in the fighting about Savannah; February 11, at Aiken, S. C.; February 22, at Winsborough, S. C.; March 10, at Monroe Cross Roads, N. C.; March 16, at Averysboro and Bentonville and at Raleigh, N. C., on April 13. On June 30, 1865, he was promoted to corporal, and was mustered out of service in September, 1865, at the close of the war. He then went to Upper Sandusky and worked at blacksmithing for a short time.

It was in the summer of 1867 that Captain Duddleson commenced sailing. He paid a visit to his uncle Jefferson, and shipped with him in the scow Ino, remaining until the spring of 1869, when he joined the steamer Jay Cooke as wheelsman, Capt. John Edwards being in command. The next spring he was appointed mate of the steamer Mary Pringle, and in 1872 mate of the steamer Michigan, with Captain William, plying between Toledo and Ogdensburg. The next spring he became mate of the steamer Young America. On October 16, the engine became disabled and the steamer drifted ashore at Yates' Pier, Lake Ontario, Capt.

Lyman H. Waterbury being in command. In 1874 he was appointed mate of the steamer *Marine City*, Capt. Angus Keith, transferred to the steamer *Pearl* and closed the season in the steamer *Buckeye*, which was his first command. The next season (1875) he came out as master of the *Maine* of the old Northern Transportation line. In the spring of 1876 he transferred to the steamer *Oswegatchie* as master, and then sailed the *Nashua* two seasons.

In the spring of 1879 Captain Duddleson was appointed master of the side-wheel passenger steamer *Grace McMillan* (now the *Idlewild*), plying between Toledo and the Islands, and sailed her until September, 1881, when he took command of the new steamer *Thomas W. Palmer*. In September, 1882, he entered the employ of the Flint and Pere Marquette Railroad Company as master of the new steamer No. 2, sailing until 1887, when he brought out new F. & P. M. No. 3, superintending her construction during the winter. The next spring he transferred to the steamer F. & P. M. No. 4. That winter he entered the employ of the George W. Roby Transit Company, superintending the construction of the steamer *George W. Roby*, and brought her out new in the spring of 1889, was presented with a working interest in and sailing her until the fall of 1895, when she was sold to F. W. Wheeler. That winter Captain Duddleson again went into the shipyard and superintended the construction of the steamer *L. C. Waldo*. He brought her out new in the spring of 1896 and has sailed her successfully to this writing. She is a well constructed ship of 4,244 tons, and the Captain also holds a working interest in her, which under his command she is in a fair way of realizing. He has twenty-seven issues of master's papers of the first class.

Socially he is a Knight Templar, the different Masonic bodies of which he is a member being located in Ludington, Michigan.

Captain Duddleson was wedded in 1895 to Miss Ina M. Cross, of Sault Ste. Marie, Mich. The Captain's children by a previous marriage are: Ellen Maud, now

the wife of W. K. Fifield, with Lyons, Geary & Co., bankers of Chicago; John Marshall and William Van, both pupils of the public schools of Sault Ste. Marie, where the family homestead is situated.

CAPTAIN E. P. SPEAR was in command of the *Samuel P. Ely* in the season of 1896, and is a sailor of long experience and good repute. He is a son of Isaac and Eunice (Smith) Spear, natives of Vermont, the former of whom died in Painesville, Ohio, in 1857, having spent his life as a merchant and also was a justice of the peace, at Fairport, Ohio; the latter died in 1878.

Captain Spear was born June 9, 1831, at Crown Point, N. Y., where he lived only one year, when the family removed to Perry, Ohio, and thence to Van Wert county, Ohio, where his father bought a tract of land, then a dense forest. At this place they lived five years when the father obtained the appointment of lighthouse keeper at Fairport, Ohio. At the age of sixteen Captain Spear began the marine life to which he has since devoted his time. He first shipped on the *S. L. Noble* as boy, and remained three years, afterward coming on the schooners *Troy*, *Nile*, *Yankee Blade*, *Pilot*, *Mark Sibley*, the scow *Virago* and many others. The following season was spent on the *I. C. Pendleton* as mate, and afterward he acted in the same capacity on the *Ellen White* and *Industry*. As mate he served on the *E. C. Roberts*, *Ellen White* and *Edwin Harmon*, afterward becoming master of the last boat, which he sailed four years. He came on the *Presto* the following year, and soon after was on the brig *Iroquois*, *Sultan*, *Massillon*, *Narragansett*, *S. H. Kimball*, *Sandusky*, and in 1896 came to the *Samuel P. Ely*. While mate of the brig *Sultan* she foundered about nine miles out of Cleveland, September 24, 1864, and all hands were lost with the exception of our subject, who after hanging to the spars for nineteen hours was rescued by Captain McKay, then sailing on the old *City of Cleveland*.

On December 17, 1856, Captain Spear was married to Miss Sarah Greenhalgh. Their children are: Mary, who is married

to Charles Calloway, and resides in Cleveland; and James, who lives on a farm in Mentor, Ohio. The Captain is a member of the Ship Masters Association in Cleveland, and is well known to a large number of marine men, whose lives are connected with the industry of the five Great Lakes.

CAPTAIN WILLIAM ARMSTRONG takes rank among the oldest of the active steamboat masters on the lakes, and possesses many of the qualifications acquired only by long experience. A portion of his marine life was passed on the ocean, and it was during that time that he learned navigation.

Captain Armstrong was born in Palermo, Sicily, one of the Italian possessions, in 1833, a son of Anthony and Mary (White) Armstrong, the former of Irish extraction, the latter a native of Sicily. The father was a master of ocean vessels of the merchant marine and commander of a gunboat in the Italian navy, in which he served with distinction. The family removed to the United States in 1846, locating in New York City, where the parents died, leaving William an orphan while very young, to the care of an elder brother. As he grew up his regard for the life of a sailor developed, and in 1847 he shipped as deckswep on the steamer Bay State, plying on Long Island sound between New York, Newport and Fall River, Captain Comstock being in command. He passed the season of 1848 on the lakes, shipping out of Buffalo in the new schooner C. B. Blair, returning to New York that winter. The next year he went to Baltimore and joined the full-rigged ship Atlas, a Baltimore packet, and made the voyage round Cape Horn to San Francisco, remaining on the Pacific coast about five years, serving on various vessels. In 1854 he purchased a small schooner, the Gray Eagle, and sailed her in the bay, becoming a good pilot. This was followed for a time on the full-rigged ship Neptune's Favorite, of Boston, in which he made the passage to Shanghai, thence to London, the voyage lasting about six months. He then went to Liverpool and shipped on the Wild Cat for Belfast, Maine, going thence to New Orleans on the ship Mary, and return-

ing to New York, where he joined a bark bound for San Fuegos, Cuba, and return.

When Captain Armstrong again came on the lakes he shipped out of Chicago in the schooner W. B. Herbut with Captain Wilson, and after three months joined the brig Globe, with Capt. C. McCrew, as second mate. In 1858 he acted as second mate on the schooner Nightingale, followed by three seasons as mate on the schooner Palmetto, with Capt. Harry Brown. The next five seasons the Captain sailed as second mate or mate on the schooners J. W. Oates, Lookout, Mary Brown, Robert Fulton, brig Pilgrim, bark John Sweeney and Reciprocity, and in 1866 he was appointed master of the last-named vessel, and sailed her three seasons. In the spring of 1869 he was appointed master of the barge Newhouse, and after sailing her one season was transferred to the schooner Contest, owned by the same company, and sailed her two seasons. In 1871 he sailed the schooner Willet. After the great Chicago fire he moved his family into the country. The next season he was master of the schooner Medbury; from 1873 to 1878, inclusive, he sailed as master and mate on various schooners, and then took out license and was appointed master of the steamer M. E. Thompson. In 1880 he became master of the schooner John Minor.

Captain Armstrong passed the next twelve years as master on the steamers Dunbar, New York, Milwaukee, two seasons, J. W. Westcott, and served as mate on the steamer Joys. In 1893, during the World's Fair in Chicago, he had command of the steamlaunch Richmond, with which he carried passengers to and from the grounds. The next season he passed ashore, it being the first for forty-six years. In the spring of 1897 he was appointed master of the steamer Joys, and during the season of 1898 he sailed the passenger steamer Mabel Bradshaw. Many of the winters, during this long career on the lakes, Captain Armstrong went to New York or New Orleans, and shipped on vessels trading to Liverpool, London or Havre, thus lengthening his period of service and rounding out more than half a century on the water. He is

still hale and hearty, and in appearance and activity is much younger than his age implies.

On October 12, 1867, Captain Armstrong wedded Miss Margaret, daughter of William and Margaret Henry, of Roscommon, Ireland, and the children born to this union are Mary, a graduate of the Chicago high school, and for seven years a teacher, and who married Frank Blum, a custom house inspector; William A., who graduated from the bookkeeping department of the Metropolitan Business College, Chicago, is a first-class stenographer, and operates a private wire in a telegraph office; Margery N. is the next of the family; Arthur A. J., a student in the Chicago high school; and Harry F., the youngest. The family residence is situated at No. 756 Mozart street, Chicago, Illinois.

CAPTAIN FRANK H. BROWN spent forty-four years of active sailing on the Great Lakes before he retired to the comforts of life on shore. He was born at Conneaut, Ohio, February 22, 1834, and after receiving such education as the schools of that section afforded at the time, he went on the lakes at the age of seventeen. The schooner Pilgrim knew him for one season, and the schooner North Star for an equal period. Then he spent two seasons on the schooner J. W. Brown, and another on the propeller Charter. He was with the propeller Milwaukee four years, and for three years following he served on various vessels of the American Transportation Company, which was the first organized company of lake propellers. He was mate of the propeller New York, with Captain John Kirby, and became master of the propeller Owego in 1862, this being his first vessel. Later he commanded the Elmira, Olean, Jay Gould, Dean Richmond, and the steamer Vienna, the last of which he sailed for eight years for M. A. Hanna & Co. Then he quit sailing long enough to build the steamer Robert Wallace, which he owned in company with vessel men of Lorain, and after sailing her two years, built the schooner David Wallace to run as consort. Eight years later he built the steam propeller Vul-

can, and after sailing her four years built the steel steamer Vega, closing his lake career by sailing the last named vessel four years.

Captain Brown was fortunate in meeting with but one disaster of any consequence during his entire experience on the Great Lakes. In the early morning of November 17, 1886, he was driven ashore at Marquette with the Robert and David Wallace in a heavy northeaster and snowstorm. Owing to his careful management no one was lost or injured, and both vessels were pulled off without harm.

Captain Brown took up his residence in Cleveland about the year 1860. On December 28, 1863, he was married to Miss Frances Seward, of that city, and they have four children: One married daughter, Mrs. Jessie Kinney; their two daughters, Edna and Fannie, and a son, Frank, who still live under the parental roof. During the fall of 1896, Captain Brown built a beautiful home on Franklin avenue, in the west end of Cleveland.

CAPTAIN GEORGE FRANCIS BABCOCK is the only original keeper appointed by the United States Government to the life-saving service on the lakes in the Ninth District, when the Cox bill providing for a paid life-saving service first became a law, and he had been for years previous to that in command of a volunteer life-saving crew. He is a man in every way qualified to fulfill the hazardous and oftentimes dangerous duties of his calling. He is stationed at Fairport, Ohio, a locality often subject to the fiercest tempests, and visited by many of the ore and coal carriers, a combination which requires him to be ever on the alert.

The Captain was born in Fairport, December 20, 1845, and is a son of Joseph and Mary Ann (Allen) Babcock. Previous to the construction of the railroad in Fairport, his father kept a grocery and supply store near the docks, and supplied the emigrants (who, on their way west on the steamer, usually put in at that port) with provisions, etc., and carried on quite a lucrative trade. The mother was born in Pennsylvania, and was of Scotch descent.

The grandparents on the paternal side were Daniel and Thankful Babcock, and located at Painesville among the earliest pioneers. They purchased and cleared up a large tract of land. During the war of 1812 great ill feeling existed between the whites and Indians, and several massacres occurred on the island contiguous to Fairport. Daniel Babcock owned a small boat which he used for fishing, and on one occasion when an Indian outbreak was threatened, he conveyed many of the islanders to Cleveland. Many of those who could not thus get passage were killed by the Indians.

Captain Babcock, the subject of this article, acquired such education as the public schools afforded in his boyhood days, working meanwhile on his father's farm, which consisted of three hundred acres. It was in 1863 that he began sailing, his first berth being in the little schooner Vermont as boy, making but one round trip that season. The next spring he shipped in the brig Sultan, but left her in July to help his father get in the harvest, expecting to rejoin her before she sailed again. When he reached Cleveland she had sailed, which was perhaps fortunate for him, as the brig was lost that trip with all hands except Lee Speers, the mate, who afterward became captain in Alva Bradley's employ. In the spring of 1865 Captain Babcock shipped in the schooner E. C. Roberts with Captain Andrews, closing the season in the scow Marion Dixon. The other vessels in which he sailed were the schooners Industry, Frankie Wilcox, Algerine, J. C. Hills, Indianola, of which he was second mate, the Colorado and H. A. Lamars, of which he was mate. He then started in the fishing business out of Fairport, in which he succeeded in losing the money invested, and again went sailing.

In 1871 Captain Babcock was appointed assistant to the government light keeper at Fairport harbor, holding that position seven years. He then purchased two boats and again essayed the fishing business, which continued fairly profitable. In 1876 the life saving station was built at Fairport and Capt. D. P. Dobbins tendered him the office of keeper, thus making him keeper of

both the lighthouse and life saving station, operating the latter with a volunteer crew for some time. During the twenty-two years that the Captain has been employed in the life saving service, he and his crew have been instrumental in rescuing over three hundred people on vessels he has gone out to relieve with his crew. The values of vessels, which are too numerous to name in this article, if computed would reach over \$3,000,000. On one occasion when the Captain was obliged to make four trips in order to get the perishing crew he broke one of his feet, and it required the utmost fortitude to continue the good work. The Captain keeps a record of all events occurring about his station with the utmost exactitude, and makes a neat daily report in typewriting to the Superintendent of the District.

Fraternally he is a member of the Independent Order of Odd Fellows, of the Foresters and of the Independent Order of Good Templars.

Captain Babcock was wedded to Miss Alice Warren, of Fairport (but a native of Roxton Falls, Canada), on February 2, 1875. The wife's father and three brothers took an honorable part in the Civil war. She died June 10, 1894. The children born to this union were: Eva, David J., Seth W. (who was drowned when six years old), and George F. Captain Babcock has spent the best years of his life in the cause of humanity, and as he has done his work well it is safe to say that he has a clear conscience.

CAPTAIN PAUL T. WEIMAR, who has been master of the schooner Middlesex since the year 1892, has sailed since he was a boy of fifteen. He has been on the lakes for twenty-eight years, and before he began his work here he had had several years' experience on the ocean.

He was born in Mecklenburg, Germany, December 12, 1852, the son of George T. and Eliza (Gosebeck) Weimar, both natives of Germany. The father was a wood carver and an excellent workman, and in 1866 he emigrated to Chicago, all the family following in 1868, except our subject, who

had already begun his career as a sailor. The parents are yet living in Chicago, and it is remarkable that both of their two sons became lake captains, and that both of their two daughters married lake captains. The children of George T. and Eliza Weimar are as follows: Fred T., a lake captain and vessel owner, of Chicago; Martha, now Mrs. Lovdall, widow of Capt. Henry Lovdall; Christina, Mrs. Fred Lovdall, wife of a well-known lake captain who sails and owns the schooner Magill; and Paul T., our subject.

Paul T. Weimar began sailing on the Baltic sea in 1867 on the full-rigged brig Dara, hailing from Wismar, Germany, and making the ports of the Baltic and the English ports. He then signed articles for a two-years cruise on a full-rigged bark, and for that length of time was on the Mediterranean and in the West Indies. Returning to Germany at the expiration of his contract, he followed his parents to Chicago, and in 1870 began sailing from that city, going before the mast on the schooner M. J. Wilcox, Capt. Lyman Miner. For five seasons he remained with Captain Miner. Our subject became mate of the schooner D. R. Martin in 1877, and again in 1879. During the winter of 1879 Captain Weimar purchased the schooner Glad Tidings, and sailed her as master for thirteen years, when in 1892 he sold the vessel, which is still in commission. In 1892 Captain Weimar became master of the schooner Middlesex, a three-mast vessel, owned by the Shores Lumber Co., of Chicago, and engaged in all kinds of carrying trade, but principally lumber. For the past six years Captain Weimar has remained in command of this vessel.

In 1878 he was married at Chicago to Miss Anna Urban, a native of that city and the daughter of Michael Urban, one of the early business men of the city. Three children have been born to Captain and Mrs. Weimar namely: Martha and Anna, both attending the high school of Chicago, and Grace. In 1882 our subject removed to Lake View, and there on Racine avenue built a handsome residence. Later he sold this and, buying a lot, fifty by one hundred

and twenty-five feet, on the corner of Roscoe and Seminary avenues, he erected a three-story brick building, fronting on Seminary avenue, the first floor for store purposes and the upper two for flats. Then on Roscoe avenue he erected a fine two-story flat building. Captain Weimar is a prominent member of the A. O. U. W., and one of the well known vessel men of the Great Lakes.

CAPTAIN EDWARD J. WYLIE, a well-known master of tugs operating out of Ashtabula Harbor, was born in Ashtabula, Ohio, in 1856, a son of William and Elizabeth, (Cook) Wylie. The father was a Scotchman by birth, and on coming to America located in Montreal, Canada, where he remained until 1854, when he removed to the United States, settling in Ashtabula, Ohio. At the breaking out of the Civil war he enlisted in the Fiftieth O. V. I., under Colonel Strickland and Capt. Thomas Gwinn. He was killed by a minie ball at the battle of Snake Creek Gap, Ga., May 31, 1864.

Edward J. Wylie attended the public schools in his native town until he reached the age of fifteen, and in the spring of 1871 he engaged in fishing out of Ashtabula Harbor. He had made a few trips on the lakes previous to this, however, on the schooner Zouave and Abe Lincoln, as cook, with Capt. Thomas Booth. He also fished out of Fairport and Erie until 1875. While returning from Erie to Ashtabula, in October, 1873, alone in his fishing boat, it capsized; he clung to the bottom of the boat until picked up six hours later by William Clark in a fishboat. Mr. Clark was afterward captain of the Erie life saving station, and was drowned while in discharge of his duties. In 1875 our subject went sailing with Captain Lampole on the schooner Ahira Cobb before the mast until July. He then shipped as fireman on the iron tug Dexter, operating at Ashtabula, closing the season on the tug Ingram. In the spring of 1876 he joined the schooner Goshawk, Capt. Ed Morton, until July, when, seamen's wages running low, he returned to his old berth on the tug Dexter.

The next year he went to Edenburg, Clarion Co., Penn., and engaged in building oil tanks. In July he returned to Ashtabula and passed some time on the tug Dexter, but closed the season on the steamer Jarvis Lord as wheelsman with Captain Drake, laying the boat up in Chicago. During the entire season of 1878 he fired on the tug Dexter. After laying up his boat he went to the Bradford, Penn., oil regions and was employed in building oil tanks. During the next four seasons he was employed on the tug Dexter, taking out pilot's papers in June, 1881, and sailing her two years.

In the spring of 1883, Captain Wylie entered the employ of the Ashtabula Towing Company, as master of the tug Red Cloud, and sailed her four seasons. In the winter of 1885-86 he went to Warsaw, N. Y., to build salt blocks; in 1887 was appointed master of the tug John Gordon, and sailed her until the fall of 1891. Next spring he brought out new the tug William D., and sailed her five consecutive years to this writing. During the twenty years he has been engaged exclusively in the tugging business, Captain Wylie has given the best of satisfaction, his boats having all been free from mishaps. He has made some notable rescues, among them the saving of two men from a capsized small boat, a third man being drowned before he could get to him. He took the crew off the schooner Parker while at anchor off Ashtabula during a fall gale and in danger of going ashore. He also, with a volunteer crew of six tug men in a lifeboat, took the crew off the schooner Nevada, which soon afterward went to pieces in a furious storm. On another occasion he jumped overboard from his tug and saved the life of a young man named Charles Huff.

Socially Captain Wylie is a Royal Arch Mason, having passed the degree of Master many years ago. He is in possession of a Masonic heirloom which has been handed down over a hundred years through several generations, and is a relic of great interest. It is composed of polished bone, squared and beveled on two edges, with a square and compasses engraved and colored apparently with red India ink, and in each of the

beveled surfaces is engraved an arrow, each pointing in different directions and also colored red. It is not known how long the original possessor (a Mr. Wood) had it. Mr. Wood lived in York, England, and when his son, Erastus Wood, came to America in 1805 he gave it to his son; at his death it passed into the hands of his wife, and when she died in 1871 it was received by her daughter, while in 1872 it was given to the great-granddaughter of Mr. Wood, who is now Mrs. Terry, and she in turn passed it down to her daughter's husband, Capt. E. J. Wylie, as a Christmas present with a gold plate on the reverse side bearing the dates "1776-1897."

Captain Wylie was married, in 1881, to Miss Hattie M. Cosgrove, daughter of John and Sarah Cosgrove, of Ashtabula. Two sons, John E. and Lionel W., have been born to them. The family residence is at No. 37 Spruce street, Ashtabula, Ohio.

Capt. James T. Wylie, a younger brother of our subject, was also a master of tugs operating out of Ashtabula Harbor, having been appointed master of the tug Dragon in 1886. He also sailed the Red Cloud, Kunkle Brothers, and brought out the tug Sunol new. He was washed overboard and drowned November 24, 1894, while towing out the steamer Pontiac, Capt. James Lowe, in the teeth of a fierce gale. Five days later his body was recovered near Conneaut, about thirteen miles distant from the scene of the disaster. He was thirty-one years of age, and his bravery was proverbial, as he had saved the lives of many persons at the peril of his own. During the season of 1892 he was instrumental in saving eight lives. When his death was announced the flags at the Harbor were placed at half-mast.

The other members of the family are Eliza, now the wife of John Sterns; Emma, wife of C. Todd, and William, a railroad engineer on the Ashtabula & Pittsburg road.

CAPTAIN HENRY S. DOWNER, of Cleveland, as engineer, pilot, captain and wrecker, has won a name for faithfulness and ability in many lines of usefulness in the lake marine. He has sailed the Great Lakes for

thirty-five years, but has yet to experience the sensation of going ashore shipwrecked, as well as of being in a serious accident.

Captain Downer was born in Westville, N. Y., in 1847, a son of Henry L. Downer, who was a carpenter by trade, and served as a musician in the United States army during the war with Mexico. The Captain's grandfather, Grafton Downer, was a musician in the war of 1812, and the fife that was used by him was played by his son in the later conflict. The instrument is now in possession of the grandson. Captain Downer's parents removed to Milford, Ohio, in 1853, and eight years later to Cleveland, taking up their residence in that part of the city now known as Whisky island, and at the old homestead another son, Capt. Rosel Downer, has lived for some time.

The subject of this sketch commenced sailing in 1862 as fireman on the Niagara, the first tug on the Cuyahoga river. Later in the year he joined the tug P. S. Bemis, and during the remainder of that season was employed on various crafts. In 1863 he became engineer of the Bemis, retaining that position for several seasons. In 1865 he was fireman on the tug Natter, which was the first out of the harbor of Buffalo that season, towing the brig Paragon. Later he was employed as engineer of the tug Ajax, the steamscow General Sherman, the tug Belle King and the Levi Johnson; in 1868 taking the brig Angela from Philadelphia to Bermuda, and back to Salem, Mass. Then he returned to the lakes, and was master of the Levi Johnson two seasons, of the tug W. B. Scott one season, and of the tug D. S. Coe, which he took to Milwaukee, for six years. He sailed the tug Starke Brothers two seasons, and the tug E. D. Holton until 1887, when he built the scow Alma at Milwaukee, and sailed her one season. Disposing of the Alma, he assumed command of the tug J. B. Merrill, and then he brought out new the tug Simpson at Milwaukee, sailing her two years. After this he brought out the new steamer John Duncan, as engineer, and remained with her the greater part of the season, sailing out of Green Bay. During 1891 he was pilot of the fireboat Cataract at Milwaukee, and the following

season he was engineer of the steamer E. A. Shores. He served as second engineer on the steamer Mesaba, and as engineer on the tug C. D. Thompson during 1893, and as second engineer on the George F. Williams and the M. B. Grover during the following season. Then he was chief of the Grover for a season, and during 1896 was chief engineer of the J. W. Averill's fleet of fishing boats.

Captain Downer had the unique experience of reading his obituary in a daily newspaper. While he was sailing the scow Alma, he made two trips past the port of Milwaukee without going in, and his absence in some manner, gave rise to the rumor that the Alma had been lost. No denial being forthcoming, the rumor was accepted as truth, and one newspaper published an extensive obituary notice of Captain Downer's career, a copy of which he has carefully preserved. When the Alma next sailed into Milwaukee, with everybody well on board, her appearance caused the utmost astonishment, and her master was greeted as one returned from the dead. Captain Downer has spent some time in the business of wrecking with unqualified success, and on more than one occasion he has saved a human life from drowning.

In 1873 he was married to Miss Mary Hafner, of Cleveland. Their children are: John R., Merritt J., Henry G., Alma and Walter.

CAPTAIN JOHN COULTER, whose early life was one of the kind to develop a strong reliance upon his own resources, and render his mind clear and bright and quick in its appreciation, has attained to the front rank among the many really capable shipmasters on the lakes. He was born on Amherst island near Kingston, Ont., on February 14, 1839, and has been sailing on the lakes and ocean since 1854, as boy, master and owner, without the loss of a vessel, a man or a friend. He is a son of William and Bessie (Hatch) Coulter, both natives of County Down, near Belfast, Ireland. They came to America about the year 1830, locating on Amherst island, the father following the lakes as mate on small hookers engaged in

Lake Ontario trade, his last berth being second mate on the schooner J. P. Kirtland, of which his son John was master. After leaving Amherst island the subject of this sketch attended the common schools until 1851, when they removed to a farm near Bowmanville, Durham Co., Ont., which gave employment to both father and son.

In the spring of 1854 it was decided that young Coulter should embrace a marine life, and, shipping as cook on the Canadian schooner Rachel, he put in his first season. During the winter the Rachel was rebuilt at Oakville, Ont., her name being changed to Two Brothers, and John Coulter again shipped on her, this time before the mast, with Capt. William McDonald, until September, when he transferred to the schooner Mary Frances, closing the season in the John Heseman, all Canadian bottoms. In the spring of 1856 he joined the schooner Theresa, of St. Catharines; leaving her in June, at Chicago, he shipped on the bark Colonel Kemp, of Sacket's Harbor, then the bark Sonora, closing the season on the schooner C. North which he laid up. That winter he worked in Quayle & Martin's shipyard, in Cleveland, until February, 1857, when he went to Milan to work for J. P. Gay & Co., until the opening of navigation. He then shipped before the mast on the schooner Darien. That fall he went to New Orleans, where he passed the winter. Returning to the lakes in the spring of 1858, he was appointed mate of the Darien, and at the close of the season he went to New York and joined the full-rigged ship Maid of Orleans, engaged in the coasting trade between that port and New Orleans. The next year he served as mate on the schooner Jason Parker, until September, when he was appointed master of the schooner Darien.

It may be said here that it is a pleasure to follow the episodes in the life of Capt. John Coulter, as his memory is tenacious and methodical. In 1860 the Captain was appointed master of the brig schooner J. C. Fremont, capable of carrying 13,000 bushels of wheat, holding that office until July 1, when he was transferred to the schooner J. P. Kirtland and sailed her until the close of the following season. In the spring of

1862 Captain Coulter brought out the new schooner H. S. Walbridge, and sailed her with good business success three years. In 1865 he purchased an interest in the schooner Kate Hinchman and sailed her. The next spring he took command of the schooner Autonto, a clipper in which he owned an interest, and sailed her four seasons. Being engaged in this enterprise he purchased an interest in the bark Frank Morell, in 1870, and sailed her four seasons, with good business results. In the spring of 1874 the Captain purchased a half-interest in the schooner S. L. Watson, then new, built by J. M. Jones at Detroit, of which he was master fourteen successive seasons. During the season of 1888 he stopped ashore for a well-earned rest, and the next spring came out as master and part owner of the steamer Louisiana, which he sailed until August, 1895; and having become a stockholder in the Yale Transit Company, he took command and brought out the new, fine steel steamer Yale, a vessel of 3,453 tons register, which he sailed for some time.

Socially, the Captain is a member of the Ship Masters Association, and carries Pennant No. 380; also of the beneficial order of Maccabees.

Capt. John Coulter was wedded to Miss Fanny E. Washburn (now deceased), January 15, 1861. Two children were born to this union; William J., the only one living, is a soldier in the Second United States Regiment of Volunteer Engineers, now at Manila, in the Philippines. Captain Coulter took as a second wife Miss Mary A., daughter of Charles and Nancy J. Eldridge, pioneers of Milan, Ohio. The marriage ceremony was performed on December 19, 1866. The children born to this union are Fannie, and Libbie E., now the wife of Stephen Lockwood, of Milan, and who has a son named John Lockwood in honor of his grandfather. The family homestead is in Milan.

CAPTAIN JAMES CORRIGAN, the subject of this sketch and one of the largest individual vessel owners on the lakes, has by his keen foresight, good business methods and

upright life attained to a strong and enviable position in the commercial world. As a young man he was employed in an oil concern and soon commenced to make experiments in oil on his own account, but in the summer months turned his attention to sailing.

In 1867 he sailed the schooner *Trial*, plying between Cleveland and Port Stanley in the oil trade. On one of his trips an episode occurred which portrays his humanity and the courageous spirit with which he has been endowed. The day was stormy and the waves were running high. Captain Corrigan, after having been on watch many hours, gave the helm in charge of a young sailor named Cummings, of Oswego, and turned in, leaving most of his clothing on. He soon heard the cry "man over-board," and on reaching the deck he could just discern his helmsman struggling in the wake of the vessel, having been washed overboard by the heavy sea. The only boat on the schooner was a small one, flat-bottomed and square ended, which was launched with Captain Corrigan in it. He pulled away and rescued young Cummings, but the two were not able to regain the schooner, as she was not put about or hove to. About dark after the utmost exertions for fourteen hours to keep the boat afloat, they were picked up by the schooner *George J. Whitney*, Captain Carpenter, and taken to Detroit. The schooner *Trial*, which had come to anchor off Fairport, was picked up by the propeller *Dean Richmond*, and towed to Cleveland. Captain Corrigan was given up for lost, as for three days nothing of his whereabouts was heard.

In 1872 he had another experience. It was on a day that a portion of the Cleveland City waterworks crib was destroyed by the waves, before the breakwater was constructed. Captain Corrigan was riding at anchor on the Canada side in his schooner yacht *Jane Anderson*. The wind was blowing at the rate of sixty miles an hour, and the cable chain parted. The Captain made sail, shaped his course across the lake and sailed her into the river at Cleveland, his arrival being witnessed by scores of excited people on the shore. The yacht

came inside the piers laying over almost on her beam ends.

All the lines of manufacture and commerce with which Captain Corrigan is identified, including the ownership of steamboats, iron mines, furnaces and oil territory, have prospered under his direction and multiplied many fold. He is, indeed, one of the enterprising and energetic business men to whom the country is indebted for the growth and magnitude of the lake commerce. A bold and confident operator, he seems to know intuitively which investment will give the best results, as well as the time to make such investments. It was in the spring of 1872 he commenced to take interest in lake matters, and has since owned the schooner *Massilon*, *Algeria*, *Hypogriff*, *Niagara* (765 tons), steamer *Raleigh* (1,165 tons), schooner *Lucerne* (727 tons), *Tasmania* (930 tons), *Northwest* (960 tons), *Polynesia*, and finally, in 1884, he commenced to purchase steamboats of the larger class, consisting of the *Australasia* (1,539 tons), the *Bulgaria* (1,496 tons), *Calcedonia* (1,486 tons), the *Italia* (1,570 tons), and the *Roumania* (1,486 gross tons). In 1896 he became the pioneer of the present largest class of vessels, and had built to his order the *Amazon* (3,600 tons) and *Polynesia* (3,562 tons), and *Australia* (3,745 tons).

Captain Corrigan also interested himself in the oil business during the year 1872, and in a short time was in possession of and operated the largest refining works in the country (outside of those owned by the Standard Oil Company), several of which were on Walworth Run, Cleveland. He also owned the *Excelsior*, *Doan*, *Chase* and *Commercial Refineries*. He was the discoverer of the process for the manufacture of mineral seal oil, which was the first oil ever used successfully in railroad cars, and of the machine oil known as cylinder oil; these oils are of 300 fire test. He also has a process of refining paraffine wax. The Standard Oil Company adopted their process for refining lubricating oils from Captain Corrigan. He finally leased his refineries to that company and later sold out to them, taking considerable stock in the

transaction. In 1881 he and his brother John went to Austria, Hungary, and purchased a large tract of oil-producing territory, including the estate of Prince Sterbei, who associated with them in the enterprise; they established two refineries, one in Grybow, not far from Crakow, and the other at Kolomea, Austria, their last refining operations being at the latter place. They remained in Austria three years, with their principal operations in the province of Galicia, and as neither of the brothers could speak the language of the country, they were compelled to employ interpreters.

In 1883 Captain Corrigan turned his attention to Lake Superior iron mines, and at various times held controlling interests in the Queen, Buffalo, South Buffalo, Prince of Wales, Dunn, Crystal Falls, Sunday Lake, Iron Belt, Aurora, Atlantic and Franklin. In order to get the best results from his steamboat and iron mines, he thought, to make the combination perfect, it would be advisable to have furnaces of his own, and accordingly invested in the River Furnace and Dock Company of Cleveland, Ohio, and two other furnaces, which are located in Pennsylvania.

The confidence and skill with which Captain Corrigan carries on these lines of business, and the interest thus taken in commerce, attracted the attention of the Lake Carriers Association, of which body he has been a member since its organization, and he was chosen president. He presided over the association during the term of 1894, giving universal satisfaction by his energy and business wisdom. Notwithstanding his busy life he finds time to enjoy congenial sport, and some years ago purchased a swift-sailing catamaran which it is his pleasure to trim and sail, always inviting a number of his friends to accompany him. He also owned the schooner yacht Jane Anderson, and two steamyachts.

The family homestead is at No. 1340 Wilson avenue, Cleveland, the summer home being at Wyckliffe, Ohio.

JAMES L. WALKER is a son of George and Elizabeth (Turnbull) Walker, both of whom were born in Scotland, the former in

Selkirk. The father was a mason and road builder in his native country, and after coming to America in 1848 farmed for a time. He died in Buffalo in 1889, his wife passing away in 1882.

The subject of this sketch was born in Waupun, Wis., September 10, 1849. He obtained a common-school education at Thorold, Ontario, some years later, and learned his trade in the Archibald Dobbie Machine Shop in that place. In 1870 he became employed in the repair work, pile drivers, tugs and dredges at the St. Clair ship canal, thence removing to Erie, Penn., and entering the employ of the Erie City Iron Works, where he remained three years. He was next employed on the tugs James Griffin and Wadsworth on the Welland canal. During 1873-74 he was employed by the Baltimore & Ohio Railroad Company at Sandusky, Ohio, as a machinist in their shops, and in 1875-76 was an engineer on the steamyacht North Star at Mackinac island. In 1877 Mr. Walker became second engineer on the steamer Ohio for a season, and during the winter following was engaged in the shop of Knight, Sisson & Co., at Buffalo. In 1878 he was second engineer of the Delaware, of the Anchor line, and remained with her in that capacity until the close of the season of 1879. The next season he was second of the Wissahickon until August, and chief of the Juniata until the end of the season, continuing on her during the seasons of 1881-82. In 1883 he became chief of the Clarion, on which boat he served five seasons, until the close of 1887. During the winter following he worked for the Anchor line, repairing machinery, and in 1888 went to Cleveland to bring out the Scranton for the Delaware, Lackawanna & Western line, and was her chief engineer two seasons. During 1890 he was ill until September, when he accepted chief engineer's berth of the Robert Mills for the rest of that season. Illness during the next season prevented him from sailing until October, when he was made chief of the George D. Hadley, remaining with her until the close of the season of 1893. In 1894 he remained ashore, and the following spring he was made chief of

the Badger State, in which he remained until the close of the season of 1896. During the season of 1897 he was chief in the Montana, of the Western Transit Company's line (same line as the Badger State was in).

Mr. Walker has been a member of the Marine Engineers Beneficial Association since 1880. In January, 1898, he was elected a member of the M. E. B. A. No. 1, of Buffalo, for that year, and under his administration the association has been most prosperous. He is a single man, and resides with his brother at No. 115 West avenue, Buffalo, New York.

CAPTAIN JOSEPH JACKSON is one of the "oldest heads," as marine men put it, on the Great Lakes, and one of those whose marine tuition began upon salt water. That he is a competent navigator goes without saying, for he has had charge of vessels in some tight places, and has brought his charges through safely. He was born in Cumberland, England, near Newcastle, in 1833, and was brought by his parents to New Brunswick in 1839, when he was barely six years of age. Anthony Jackson, his father, was a farmer, and went on a farm at Miramichi, New Brunswick, where he was quite successful.

Captain Joseph received a good education in the public schools at that place, and then he went to work on board the ships in the harbor, his duties being to help load the vessels and then assist the pilot to get them out to sea, coming back to port on the pilot vessel. This employment he followed until 1852, when he came to Toronto, Canada, and began sailing in earnest on the lakes, at which time he was nineteen years of age. First of all, Captain Jackson went for two months into the steamer Maple Leaf, running between Toronto and Rochester under command of Captain Colquhoun, of Hamilton. Then he went into the schooner Almira, belonging to wharfinger Gorrie, who at that time owned the Yonge street wharf. Capt. F. Crooks had charge of the Almira, and she traded on Lake Ontario and through the Welland canal to Lake Erie. Captain Jackson remained in the Almira three years,

succeeding which he went as mate into the schooner Royal Oak, under the same master. In 1856 Captain Jackson went into the schooner John Potter, as first officer, again with Captain Crooks, and remained in her for nearly two seasons, or until she was sold in 1858. That vessel also traded through the Welland canal to the higher lakes, being employed mostly carrying staves from Lake Erie's north shore to Kingston and Garden Island, where they were rafted for Quebec.

Captain Jackson, that same year, after the sale of the John Potter, went to Buffalo and sailed out of there before the mast and as mate of the schooner J. F. Tracey, Captain Curtis. The following spring he sailed as chief officer in the schooner Merchant Miller, of St. Catharines, for a time, going about the end of June of 1859 into the employ of Mayor J. G. Beard & Sons as mate in the schooner Australia. During the latter part of that year he was mate in the schooner City of Toronto, one of the largest schooners on the lakes at the time.

Thus arrived the time for Captain Jackson's advancement, and he became captain of the schooner Australia in 1860, and sailed her until 1866, the year of the Fenian raid into Canada. Going out of the Australia in the autumn of 1866, he, with Captain Solomon and David Sylvester, bought the schooner F. R. Tranchemontague in partnership with Mr. Caleb Jiles, Captain Jackson remaining captain and part owner of her until 1871, when they made a deal and exchanged the Tranchemontague for the bark George Thurston. This vessel, under charge of Captain Jackson, sailed in the timber trade all the season of 1872. That winter they sold her and purchased the propeller L. Shickluna, of which Captain Jackson was master until the fall of 1889, when he abdicated in favor of his nephew, Captain Harry Osgood Jackson. Captain Joseph was still part owner of the steamer L. Shickluna when she collided and sunk in Lake Erie in the spring of 1897. After leaving the bridge of the Shickluna, Capt. Jackson sailed the steamer Eurydice off and between Toronto and different summer resorts. On one occasion in 1894 he

exhibited his excellent seamanship by going to the rescue of the propeller Ocean, ashore at Frenchman's bay, about fifteen miles east of Toronto, and lightering her with the steamer Eurydice. Whilst the Eurydice was on her way back laboring under a heavy deck-load, a stiff gale sprang up from the west. Inch by inch the Captain fought his way up behind the island. People standing on the wharves watched the ship anxiously, and old sailors shook their heads. "He will have to jettison," they muttered, but he did not. He brought the ship into harbor and landed her safely on the windward side of the Geddes wharf in spite of the terrible broadside wind, only the wale having crushed a little. Never in all his long career has Captain Jackson encountered a serious accident to his vessel or to his men.

No children have been born to Captain and Mrs. Jackson, but they have raised and always treated as their son a nephew, Capt. H. O. Jackson, at the present time one of the best young navigators on the Great Lakes. Mrs. Jackson is a daughter of Mr. Jordon, of Port Robinson, and her mother was one of the halest old ladies in that part of Canada, being aged eighty years and five months at the time of her death.

In politics Capt. Joseph Jackson is liberal. He is a member of the Anglican Church. One of his favorite haunts is the little red office of Sylvester Bros., at the foot of Church street in Toronto, where he often relates interesting yarns to the many habitués of that cosy nook.

JEREMIAH O. ROGERS. A more genial spirit is not known among the marine men of Buffalo harbor than this gentleman, better known as "Jerry" Rogers, the skillful chief engineer of the Union Steamboat line, the "Soo" line and the Union Transit line. He is the only remaining member of the family of Captain Charles and Mary (Mason) Rogers, the former of whom, born in Bristol, England, was a well-known sailor in his day, and was master of lake vessels for many years previous to his demise in 1854. Captain Rogers had at one time command of the old propeller Charter Oak,

and was also part owner of her with A. R. Cobb, one of the most prominent business men of Buffalo, in the early days. The Charter Oak was originally a brig. Her engines were small and of the old high-pressure pattern, the cylinder having an 18-inch bore and 24-inch stroke. She plied between Buffalo, Fort Stanley and Chicago. The mother of our subject was a daughter of Squire Mason, who was a justice of the peace at Black Rock in 1808, and went on a trip of inspection with Gov. DeWitt Clinton on the Erie canal in 1825.

The subject of this sketch was born in Buffalo, September 24, 1841, and upon leaving school became an apprentice in the shops of the Sheppard Iron Works. Before finishing his time he enlisted in the 11th New York Cavalry for service in the Civil war, served to the close of the struggle, and then returned and completed his term at his trade. His first experience in the lake service was as second engineer of the steamer Mendota, of Dole's line, during the season of 1866. The succeeding season he entered the service of the old Northern Transportation Company, of Cleveland, and while with them was chief engineer of the propeller Michigan one season, and of the Maine two seasons. In 1870 his services were engaged by the Union Steamboat Company, his first berth with them being that of chief engineer of the old propeller Araxes. Succeeding that he served several seasons each as chief engineer of the steamers Atlantic, Arctic and Nyack, all in the passenger service, and was in the latter steamer six seasons. On his last trip in the Arctic down through the Sault Ste. Marie river, in the fall of 1876, she was frozen in at the Sailors Encampment on the 28th of November, together with thirteen other propellers and twenty-six vessels. The passengers, officers and crew of the Arctic were compelled to walk on the ice to Detour, and there hired a sailboat to take them to Mackinac island. From there they managed to get to Cheboygan, Mich., at that place boarding the steamer St. Joseph, on which they eventually reached Detroit, and from there went by rail to their respective homes. The weather was bitterly cold

during all the trip, it being fourteen degrees below zero while they were in the sailboat, going across to Mackinac. Before leaving on the St. Joseph they were compelled to cut her out of the ice, as she had frozen in the night previous to their departure. Mr. Rogers was appointed chief engineer of the Union Steamboat line in March, 1883, and resigned in November, 1897, then of the Soo line, and in October, 1894, of the Union Transit line, which latter two positions he still retains to the complete satisfaction of all concerned.

CHARLES W. WALL was born May 1, 1844, in the city of New York. When one year old his parents moved to Buffalo, where he received his early education. At fourteen he obtained employment in the distillery of George Truscott, and at sixteen he entered the Shepard Iron Works to learn the trade of machinist. Two years later, however, in 1862, Mr. Wall enlisted in Company C, 116th N. Y. V., serving with honor until the close of the war, being attached to the Army of the Gulf and the Army of Shenandoah, and was one of the four members of the company that were not wounded. Mr. Wall was one of the seventy-eight men from the 116th N. Y. V. Regiment (though there were a thousand men in the assault) who volunteered as a "forlorn hope" to assault Port Hudson, La., May 27, 1863. He also participated in the Red River campaign, and was with Sheridan in the Shenandoah Valley. At the close of the war he went first to Mobile, Ala., and thence to Fulton, Ill., where he shipped as second engineer on the John C. Gault, towing wood barges on the Mississippi river. Leaving the Mississippi in 1867, he shipped, at Buffalo, as second engineer on the propeller Arctic. During the ensuing years he was alternately afloat and ashore, entering the government service as chief engineer of the lighthouse tender Haze, in 1875, in which position he remained some fourteen years, then going ashore to take charge of the Thompson Houston Electric Light & Power Co., at Buffalo, returning to the lakes a couple of years later, in 1891. For a while he was chief of the

Cuba, America and Mariska. In the spring of 1892 he was made chief of the Owego, which position he held for the seasons of 1892-93-94-95-96-97, and on February 19, 1898, he was made superintendent of the Erie elevator of Buffalo, N. Y. Mr. Wall has been very successful in his work as engineer, and now holds one of the responsible positions with the Erie Railroad Company.

Mr. Wall was married in June, 1868, to Miss Mary A. Todd, of Buffalo. They have one daughter and reside in their own home, No. 39 Plymouth avenue, Buffalo, N. Y. Socially, our subject is a member of Hiram Lodge No. 105, F. & A. M., and of William Richardson Post No. 254, G. A. R., also of Camp 97, U. V. L. He is past commander of William Richardson Post. He is a member of the Marine Engineers Beneficial Association No. 1, of Buffalo.

CHARLES BEATTY, one of the prominent marine engineers who have sailed out of the port of Buffalo in past years, but now lives retired from active duties in that line, was born of Scotch-Irish descent in Londonderry, Ireland, March 15, 1837, a son of Richard Beatty, a mason and contractor, and his wife, Margaret (Doty) Beatty. His education was acquired at the public schools in Ireland and also in the United States at Milwaukee, Buffalo, etc., in the winter seasons.

Mr. Beatty came to the United States early in the 'fifties, and made his home in Philadelphia, where he had kinsmen. Being a lad of adventurous nature he shipped out of Philadelphia on one of the steamers of the Sanford Independent Steamboat line, plying between that port and New York, also between Portland, Bangor, Boston and Norfolk, and remained in that employ four years, working his way up to the position of second engineer; he sailed on the Kennebec, Delaware, Mineman, Sanford and Cape May. In the spring of 1857 he went to Cleveland, and was appointed engineer of the tug George H. Notter, which he took to Milwaukee in the employ of Elias and Thomas Simms, on contract work.

While in the employ of the Simms Brothers he did considerable wrecking with their large wrecking tug, and also did towing with her in the summer of 1860. During the winter he found employment on the railroad ferry boats between Milwaukee, Wis., and Grand Haven, Mich., as engineer. This occupation continued four years. He then went to Buffalo and entered the employ of the Pease Passenger line, between Buffalo and Chicago, as second engineer during the seasons of 1862-63-64 on the Winona, Idaho and Galena. In the spring of 1865 he went as second engineer on the steamer Pacific and remained with her one season, the fall of that year purchasing a half-interest in the tug Mixer, which he engineered in Buffalo harbor two seasons and then sold. He then took the steambarge Oakland four months, finishing the season as chief engineer of the passenger steamer Atlantic. In 1868 he bought a half-interest in the tug C. W. Jones, which he ran himself in Buffalo harbor, and after selling her he built and was half owner of a new one, to which he gave the same name, C. W. Jones; he also bought an interest in the tug Compound. About this time he owned and operated the Mary E. Pearce. After running the new tug Jones one year he sold his interest and there engineered the Compound for five seasons, after which he built the tug Thomas Wilson, named for Capt. Thomas Wilson, of Cleveland, who had been Mr. Beatty's playmate in boyhood and a lifelong friend. In 1892 he sold his other tug property and built the tug Townsend Davis. In 1892 while this tug was operating out of Buffalo harbor he made a visit to his old home, and spent three months very pleasantly in England, Ireland and Scotland.

Mr. Beatty has been quite prosperous in his marine ventures, and by the exercise of good judgment and industry during his younger years has acquired considerable property. He has held a money interest in the Hand & Johnson Tug line in Buffalo for over thirty years, and in the Wilson Transit line in Cleveland for ten or twelve years. He also holds a good block of stock in a brickyard, operating in Lancaster, N. Y.,

with an office in Buffalo. Mr. Beatty is treasurer of this company. During his active marine life he never had trouble with his machinery, owing, no doubt, to his thorough knowledge of the marine engine, and it is gratifying to him to know that he has never had a man injured on his boat. He is a member of the F. & A. M., De-Molay Lodge, of Buffalo.

CAPTAIN JAMES HOGAN, who was appointed United States assistant inspector of hulls, for the Chicago district, on April 29, 1895, during the administration of President Cleveland, and who is eminently qualified to fill the responsible duties of that office, may be referred to as one of the old-time lake navigators. He is possessed of a fund of episode as most interesting, as he is entertaining in conversation and happy in description. He is a son of James and Margaret (Hogarty) Hogan, and was born in Albany, N. Y., April 10, 1843. His parents, who were natives of Ireland, came to the United States in 1821, first locating in New York City, where his father learned the shipcarpenter's trade in the United States navy yard, afterward moving to Albany, N. Y. While there he and George Notter and Andrew Mason built a canalboat and took her to Buffalo. Mr. Hogan, Sr., then entered the employ of Bidwell & Banta, ship-builders as foreman, and during the time he was with that firm he did some wrecking jobs, notably the brig David Smart, which was hard aground at Kalamazoo (now Saugatuck) in 1843. After releasing her he took her to Chicago. He then returned to Albany and removed his family to Buffalo, locating there in 1844, James, the son, attending school until he was ten years of age.

The first connection that Captain Hogan, the subject of this sketch, had with marine affairs was as ferry boy on the Buffalo river in 1853, also serving as "fore-castle porter" in the side-wheel steamer Globe the same season, becoming a great favorite among the old tars who had reached the dignity of able seamen. The next season he was advanced to the berth of cabin boy in the side-wheel passenger

steamer Ohio, and stayed by her two years. The steamer Golden Gate was his first boat in 1856, plying between Buffalo and Toledo, afterward going into the raft-towing business. He quit her after two trips, and shipped in the new steamer Queen of the West with Capt. D. McBride. It will be observed that Captain Hogan, as a boy, kept climbing, as he was ever alert for a good boat, and we find him in 1857 as cabin boy in the elegant and notable passenger steamer Great Western, which made sail by steam and was otherwise fitted out with the most modern machinery. He remained in her a full season, and was advanced to the berth of deck-sweep on the passenger steamer Northern Indiana with Captain Fayette the next spring. He was in her when she was burned. He took a bucket as a float and jumped overboard, and some hours later all those struggling in the lake were picked up by the steamer Mississippi. His next billet was in the schooner Miranda, which went ashore in the fall on Point Abino, Gravelly bay. In the spring of 1860 he shipped in the steamer Ohio, and enjoyed the sensation of a boiler explosion to add to those experienced by fire and water. In 1861 he helped fit out the fine new passenger steamer City of Buffalo, to ply between Chicago and Milwaukee, but later shipped in the steamer City of Chicago before the mast with Capt. Dave Linn.

In the spring of 1862 Captain Hogan was appointed second mate of the brig William Treat, and held that office two years, and the next year he was made mate of the schooner Sophia Smith. During the winters, from 1859 to 1864, he worked in the shipyards of George Nolter, and in those of Bidwell & Banter, Buffalo, thoroughly learning the trade of ship carpenter. In 1865 he sailed as mate of the schooner Contest; in 1866 as mate of the Flying Mist; in 1867 as mate of the schooner American Union, a flash boat in her day. In the spring of 1868 Captain Hogan was appointed master of the notable schooner Golden Harvest. The next year he took the steamer George Dunbar, owned by Simeon Cobb, and sailed her until the fall of 1880, doing a good business, and making more money

in 1872 than the vessel was worth. In the spring of 1881 he entered the employ of A. C. Soper, built the Albert Soper in Grand Haven, took an interest in her, and sailed her until April 29, 1895, when he was appointed assistant inspector of hulls for the Chicago district. The Albert Soper proved to be a good business venture, and paid for herself the first two years she was in commission. In 1887 she made ninety-five trips between Chicago and Muskegon, and carried forty million feet of lumber, which was a record breaker. When the Captain was appointed to the government office he now holds, he was obliged to sell his interest in vessel property.

Socially, he was an ardent member of the Ship Masters Association in Chicago, and of the American Association of Masters and Pilots of Steam Vessels, both of which organizations he had to withdraw from. He was instrumental in organizing the Ship Masters Association, and filled the office of president the first, second and fourth years. He is still an honorary member, holding Pennant No. 144. He is also a Knight of Honor.

At Chicago September 9, 1873, Capt. James Hogan was wedded to Miss Catherine McCarty, of Chemung, N. Y., a daughter of Dennis and Margaret McCarty. Two daughters, Helen Alice and Catherine Margaret, were born to this union. They are both graduates from St. Mary's school in Indiana. The family homestead is at No. 1675 West Monroe street, Chicago, Illinois.

CAPTAIN HENRY W. DAVIS, who sailed on the Atlantic ocean for many years after serving an apprenticeship on the lakes in the early 'fifties, is a well known and genial citizen of Port Huron, Mich., when he is ashore, and believes that this life should be enjoyed as thoroughly as possible. He was born August 21, 1841, near Perry, Lake county, Ohio, and is a son of Calvin and Jane (Snell) Davis. He comes of old New England stock, his father having been born in Vermont, while his mother was a native of Pennsylvania. They came west about 1836, and stopped for a time at Perry, Ohio, but afterward located in Geauga county, the

same State. The father was a ship-carpenter and assisted in the construction of the schooners R. R. Johnson, Matt Root and Calvin Snell at Richmond, and at times engaged in sailing. Later in life he removed to Willow Creek, Mich., and there engaged in farming after clearing his own land.

It was during the years that the family lived in Richmond that Henry W. Davis, the subject of this article, acquired his education in the public or district schools. It was in 1853 that he took his first lessons in seamanship on the schooner Matt Root, built by his father and uncle, Solomon Snell. He remained on this schooner four seasons, going to school during the winter months. In 1857 the schooner Calvin Snell was built by his uncle, and he came out with her new. The next season he joined the Snell, and was with her until she was wrecked off Long Point, Lake Ontario. The crew of thirteen all told got ashore in the yawl at Presque Isle. He sailed the remainder of the season on the brig Young America, Mary Collins and other vessels, before the mast. In 1859 he was before the mast on the schooner Andrew J. Rich, followed by a season on the Mary Collins. That fall he went to New York and shipped on a brig engaged in the coasting trade, making a round trip to the West Indies. In 1861 he joined the full-rigged ship Patrick Henry as able seaman, and made the passage to London, returning to Philadelphia in a Baltimore clipper and putting in some months on a coaster.

In 1862 Captain Davis joined the large, full-rigged ship Ryan, bound for South Shields where he left her and shipped on a fruit boat bound for Seville, Spain. It has been said that his vessel waited for the fruit to grow as she did not return with a cargo to Liverpool until the close of the year. He then shipped in the clipper Wilmington for Baltimore, and was there during the riots consequent upon the promulgation of President Lincoln's emancipation proclamation. He went to Providence, R. I., and took passage on a steamer bound for New York where he joined the American ship Invincible for Liverpool. On his arrival at that port he went as able seaman on the English

ship Gondola on a voyage to Buenos Ayres, Peru, where he remained about ten months, finally returning to Boston in the bark William Case, going thence by rail to Painesville, Ohio, reaching home in the fall of 1864 after an absence on the Atlantic of nearly four years. After a brief visit with friends he shipped on the schooner Harriet Ross.

In the spring of 1865 Captain Davis came out as mate of the schooner Tartar, followed by a season on the Frankie Wilcox. In 1867 he was appointed master of the schooner D. G. Wright, transferring the year following to the S. L. Seaver as mate and sailing master with his uncle Solomon Snell, who owned both vessels. In the spring of 1869 he purchased the schooner Caledonia and sailed her two seasons, followed by a season on the schooner Harrowdale as master. That year Captain Davis, who had been living in South Haven, Mich., removed to Port Huron and was employed in Mr. Fitzgerald's shipyard; also in Simon Langell's shipyard at St. Clair, thus passing two years in the construction of the Wilson and the Chauncey Hurlbut. On the completion of this work he shipped as mate in the steambarge Mary Jarecki with Capt. Paul Pelker. In the spring of 1876 he shipped as mate on the Iosco, and the next season brought her out as master. In 1878 he was made mate of the T. S. Skinner, and the following year he purchased a one-third-interest and sailed her four years. She was wrecked late in the fall of 1882 off Grand Haven, Mich., the crew reaching shore in the yawl. In 1883 he sailed the schooner Frank C. Leighton. In the spring of 1884 he entered the employ of Penoyer Brothers, as mate of the steamer Ogeman. The next three seasons he sailed the schooner City of the Straits. He then stopped ashore and superintended the rebuilding of the schooners S. J. Tilden and the A. C. Maxwell, sailing the Tilden in 1889. In the spring of 1890 Captain Davis was appointed master of the schooner Arenac, and sailed her until he was taken ill early in 1896, his life being despaired of, but after a favorable turn in his malady he slowly recovered, and in the fall of 1897 he shipped with his

brother, E. H. Davis, in the steamer *Britannic*, laying her up at the close of the season. He is a Master Mason, a charter member of the Knights of the Maccabees at Port Huron, with which he has been connected for seventeen years, and carries Pennant No. 138 of the Ship Masters Association.

On March 1, 1866, Captain Davis was united in marriage with Miss Mary M., daughter of William H. and Catherine A. (Thomas) Pine, of Richmond, now Painesville, Ohio. Her father was a native of New York State, her mother of Pennsylvania. Mr. and Mrs. Davis have a family of five children: Ina A., now the wife of G. M. Dole; Hattie B., now Mrs. G. M. Johnson; Calvin H.; Leslie E.; and Harold L. There is also one granddaughter, Lydia Dole. The family residence, at No. 703 Ontario street, Port Huron, is presided over by Mrs. Davis, who is a public-spirited woman and an ideal American mother.

CAPTAIN JAMES N. PRIOR is a descendant from an old English family of shipbuilders and masters of ocean-going vessels, and had many years' experience on both salt and fresh water, finally retiring to accept the office of light keeper on Stannard Rock. He is a man of genial temperament, and an entertaining companion. He was born at Bembridge, in the east end of the Isle of Wight, England, October 1, 1851, his parents being George and Esther Grace (Bingen) Prior. His father was a native of Poole, England, and his mother of Cherbourg, France, where they were married. The parents removed to Portsmouth, England, where the father became a shipbuilder under the government at the dock yard, and after remaining in that employ the requisite length of time he became a pensioner for duties well and faithfully performed. He removed with part of his family to the United States in 1869, first locating in Ishpeming, Mich., where he erected the first residence that was put up on Strawberry Hill. After a residence of some years the family removed to Marquette, Mich., where the father built a boat house and several boats, and opened business in that line. He still resides at Mar-

quette. The other sons are William H., a salt-water sailor, who came to the lakes in 1876, and is now keeper of the lighthouse at Big Bay Point; and George, who keeps the East Channel light at Grand Island. Grandfather Prior was originally from Hastings, England, but removed to Poole, where he engaged in shipbuilding and constructed several revenue cutters for the British Government.

Captain James N. Prior, the subject of this sketch, acquired his education in the common schools of Portsmouth, and after working with his father in the shipyard about four months he put off to sea, shipping in the *Star of Jersey*, a fishing boat commanded by Capt. Edmund Trotter. After a year passed in fishing off the coast he joined the schooner *Andy Love* as boy. This was followed by another year in the *Star of Jersey*, at this time plying between Portsmouth and Cherbourg and Honfleur, France, and had the good fortune to witness the naval battle between the United States steamer *Kearsage* and the Confederate privateer *Alabama*, in which the latter was destroyed. Upon returning to his home port Captain Prior joined as apprentice the brig *Star of the Ocean*, trading between Cardiff and Hong Kong, China, with coal. He remained with that vessel about a year and a half, then ran away and shipped as seaman in the brig *Fearful*, transferring to the little coaster *Champion*, and had the honor of sailing her about a month while the captain went off on a vacation, closing the year in the yacht *Blue Bell*. The 3,000-ton ship *Eagle* of Bristol was his next vessel, in which he sailed as seaman out of Rhodes to Cardiff, thence to Valparaiso and return to Hamburg. In the schooner *Jessie* of Truro he visited parts of the Canary Islands, Spain, the West Indies, and South America. He left the *Jessie* at London and joined the new bark *Derbyshire* at Port Talbot, bound for San Francisco, touching at ports in the Isthmus of Panama to distribute supplies for the railroad then under construction. On returning to London he shipped as mate in the yacht *Nina*.

In 1872, Captain Prior, took passage on the steamer *City of Richmond* and came

to the United States, going direct to Marquette, Mich., and the following spring shipped in the tug Joseph Dudley with Capt. A. Robinson. In the spring of 1874 he was appointed second mate of the Ira Chaffee with Captain Frink, soon being advanced to the office of mate. The next season he was appointed master of the tug W. J. Gordon, whose name was changed to Selma, transferred to the tug J. C. Morris and Fisherman and closed the season as master of the tug City of Marquette, which was built by his father. In 1882 he was appointed by the United States light house board as keeper of the Passage Island light, but did not accept the place. On June 9, 1883, he was appointed to the Stannard Rock lighthouse, which position he retained until 1888, when he was transferred to the Duluth lighthouse, his youngest brother taking his place at Stannard Rock. In 1895, in addition to his other duties, he was made inspector of lights and buoys in St. Louis bay and river, and is assisted by two subordinates. He is a charter member of the Masters and Pilots Association No. 44, of Duluth, a Master Mason, and a charter member of the order of Good Samaritans.

On July 30, 1882, Captain Prior was wedded to Miss Jessie, daughter of Richard and Anna Sparrow, of Marquette, formerly of Tavistock, England. The family residence is on Lake avenue, Duluth, Minnesota.

CAPTAIN JAMES W. MORGAN, of Cleveland, has been a mariner on the Great Lakes for over thirty years, serving upon many vessels, large and small, and is now in the service of the Minnesota Steamship Company. He was born in Sheboygan, Wis., in 1848, the son of Capt. S. W. Morgan, a long-time lake navigator. He attended school in his native city until he was fifteen years of age, when he shipped as deckhand on the propeller Lady Franklin, remaining on her six weeks; then he joined the side-wheel steamer Sea Bird, on which he remained until the close of the season, becoming second mate. The next year he was second mate on the steamer Comet, for about two-

thirds of the season, completing the season on the propeller Union. He was mate of the towbarge Michigan during 1865, and master of the barge David Smoke the following season. After laying up the Smoke in Cleveland that fall, he started for Detroit as a passenger on the steamer Forest Queen. Although the Captain had orders to turn back if there was any ice, he disregarded the order and pushed onward until the vessel had cut her way through sixteen miles of ice. Being an old craft the ice wore a hole through each bow, and it became necessary to lighten the vessel forward so that the openings were above the water line. They were hastily repaired, and the vessel started forward again, this time following a crack in the ice which eventually led them far from their destination. The ship was finally frozen in the ice, and the crew and passengers walked ashore.

Captain Morgan took out a new crew in the hope of saving the vessel, but without success, the craft being lost by the ice cutting through her side. After that Captain Morgan sailed for a time on the propeller Ottawa, and in 1867 became clerk of the propeller Pittsburg, which was owned by his father and John Gordon. The Pittsburg carried 250,000 feet of lumber, and the three boats making up her tow carried 2,000,000 feet, so that the clerical duties devolving upon the position held by Captain Morgan were by no means slight. In 1868 Captain Morgan was second mate of the propeller St. Paul, and the side-wheel steamer Metropolis in turn, being mate of the steamer City of Toledo part of 1869 and master of her two months, while the Captain was ill. In 1870 he was mate of the side-wheel steamer Saginaw and of the John A. Dix, and the following year, 1871, mate of the John A. Dix the entire season, and in 1872 he became mate of the large new tug New Era and of the steamer Alpena. For a part of the season of 1873 he was mate, clerk and steward of the steamer E. B. Ward, Jr., but the combined duties being too onerous for one person, another was hired to act as steward the rest of the season.

The year 1874 saw him second mate of

the steamer *Mayflower* on which he served until August, when he engaged in the fishing business at Pigeon river, near Sheboygan, Wis. The following year he spent fishing with pound nets on Little Point au Sable with his father and brother. Then his father became keeper of the life-saving station at Big Point au Sable, and he joined the station as one of the crew. He remained four years with the station, at one time aiding in the rescue of the schooner *J. H. Rutter*, which had broken her tow line, and was drifting rapidly down the lake in a fierce storm. When first sighted, she was about ten miles out in the lake, with her lee rail under water, due to the shifting of her cargo. His father being away, under leave of absence at the time, Captain Morgan, as No. 1, took charge of the crew and started in the surf boat for the wreck. After being swamped in the surf three times, the boat was finally carried out over the bar, and the wreck was reached after several hours of very severe work. When Captain Morgan reached the *Rutter* he found that her master was Capt. Jerry Simpson, who was at one time a member of Congress. Captain Simpson wished to abandon the wreck at once, but Captain Morgan believed that the vessel could be saved, and when the tug he had sent for, before leaving shore, arrived, the boat was towed to Ludington, and was saved after thirty-six hours of hardest effort. The crew of the surf boat worked in drenched clothing and covered with ice for the greater part of the time, and when they finally became thawed out, their garments literally fell off their forms, having been torn and broken by the ice.

In 1880 Captain Morgan was keeper of the life-saving station at Manistee, and the following season he formed a partnership with a man named Wing, and purchased the propeller *Milwaukee*, which he sailed that season. They also owned a stone quarry on Washington island, and the following year they purchased another quarry and docks, and opened a general store on Washington island, besides starting four lime kilns. On Mr. Harford joining the company as partner, the firm name became Wing, Morgan & Harford, and Captain

Morgan was placed in charge of all the property on the island. Later on he gave up the management of the property, and in 1883 became solicitor for an accident insurance company; leaving this company he became foreman of a large sawmill in Muskegan for a time, and in 1884 sailed the *Milwaukee* a part of the season. He was master of the fishing tug, *Charles West*, out of the "Soo" part of the season of 1885, and the remainder of the season he fished on the north shore of Lake Huron. He was mate of the steambarge *Emma Thompson*, and *H. Luella Worthington* in 1886, and the following year was mate of the *A. B. Taylor*, and then master of the steamer *Mary Groh*, until she was sold when he chartered the steamer *O. C. Williams*, with William Edgecombe, and operated her the remainder of the season in the fruit trade between Saugatuck and Milwaukee. The following year he helped built the steamer *Charles McVea*, afterward serving as mate on her, and a year later was mate on the *James H. Shrigley*; 1890 mate of the *Ira H. Owen* and *Wm. Chisholm*, and in 1891 filled the same position on the *Horace A. Tuttle*, until August 24, when he became mate of the *Australasia*, resigning that position in November, to fill the same berth on the *Vulcan*, and the next year was mate of the *J. H. Outhwaite*. He commanded the *Australasia* during the season of 1893 and 1894; sailed the *City of London* in 1895, and the *Marina* until October 20, 1896, when he assumed charge of the *Mariposa*, and in 1897 again took command of the steamer *Marina*, of which boat he is still master.

In 1881 Captain Morgan was married to Miss Augusta E. Rohn, of Ludington, Mich., whose father was for ten years lighthouse keeper at Pilot island, Green Bay.

CAPTAIN WILLIAM ANDREW THOMPSON, one of the best and most vigorous of those hardy Norsemen, the ancestors of whom Frithiof speaks in his saga as being ever victorious in their enterprises on both land and sea, and many of whom have found their way to the Great Lakes, has ever demonstrated the fine qualities of mind and the

indomitable spirit of his northland teaching. He was born in the city of Drammen, Norway, January 9, 1833, and was reared among the traditions of the Vikings, his memory being unusually accurate as regards details, which made indelible impressions upon his young mind, owing, in a great measure, to the fidelity with which he profited by his opportunities to obtain a public-school education. His father, Anthony Thompson, was an executive officer of full-rigged ocean ships, and died of cholera in London, England, while mate on the *Shufna*, at the age of forty-eight years. The mother, who bore the maiden name of Mary Anderson, is still living in the city of Drammen, at the advanced age of ninety-three years, having been born in 1805.

Captain Thompson, the subject of this sketch, and apparently a born sailor, shipped at his home port on the brig *Jylm* when he was fourteen years of age, and sailed for Newcastle, England, as cabin boy, the brig being engaged in the deal trade, and touching at Sunderland, Liverpool, Newcastle and Hartlepool, his several voyages on her occupying about eighteen months. The year 1849, which he passed as boy on the brig *Holsterminde*, was an erratic one. His brig was laden with ice from his home port for London, going thence to Cronstadt, Russia, where she loaded hemp consigned to London. She then touched at Norwegian ports for passengers bound for New York, whence she went to Richibucto, where she loaded deals for Hull, England, and carried merchandise back to the Norwegian ports of departure. In 1850 he shipped on the brig *Mazeppa*, bound for Bordeaux, France, where wine was taken for delivery at Philadelphia, thence to Charleston, S. C., where Mr. Thompson left his ship, and found employment in the "St. Charles Hotel" as waiter. While in this humble position, W. H. Sanford, a planter from the valley of the Ashapoo river, was attracted by his quick comprehension and took the boy to his home, but after six months of rural life his love for the ocean wave determined him to again seek ship, and in Charleston he found the full-rigged ship *Harwood* bound for Havre, France, with a cargo of cotton, on which he

became a seaman. She returned to New York with Huguenot passengers eager to colonize in America. In 1851 he shipped for London on the Black Ball line steamer *New York*, returning on the steamer *Isaac Wright*, of the same line. He then shipped in the English brig *Two Brothers*, out of Quebec for Conway, Wales. She waterlogged off the banks of Newfoundland; the sea carried away her deckload and caboose, and left the crew without food except salt biscuit, and no shelter except a canvas house, which was rigged upon deck, and without water except that caught from the clouds as it fell in rain. This hardship prevailed from Tuesday until the following Sunday, when the crew was picked up by the steamer *London*, which towed the brig to the Cove of Cork, Ireland, where she went into dry dock and repaired, ultimately reaching Conway with part of her cargo, going thence to Liverpool.

In 1853 Captain Thompson shipped on the three-mast schooner *Clara*, bound for Wilmington, N. C., and New York, transferred to a fore-and-after for Boston, thence through Long Island Sound and up the Hudson river to Albany for lumber. The next year was passed as seaman on the full-rigged ship *Johnson*, between Baltimore, New Orleans, London and Belfast, and return to Boston, where he left the vessel, and went to work in Mr. McDonald's shipyard. His next move was to Chicago by rail, landing in that city in March, 1856, and shipping on the schooner *Japan* with Capt. Ezra Osier, who afterward lost his life in a tug explosion. He remained on the *Japan* two seasons, becoming second mate and mate the last year.

In the spring of 1858 Captain Thompson was appointed master of the schooner *Honest John*, which he sailed two seasons. In 1860 he was made master of the Chicago-built steamer *C. Mears*, owned by the same company, and sailed her two seasons. The next two seasons was master of the schooner *Utica*, owned by Thomas Simms. In the spring of 1864 he went to Milwaukee and purchased the schooner *Erie*, formerly one of Commodore Perry's gunboats, and put her in the grain trade between Chicago, Man

towoc, and Milwaukee, carrying wheat at five cents per bushel, and loading off bridge piers. He sold the Erie that fall, and the next spring, in company with Captain Ryerson, bought the schooner Seneca Chief and sailed her. In 1866 he added the schooner William Sawyer to his vessel property, and sailed her. The next year he associated himself with Capt. S. P. Gunderson, and purchased the schooner Norway, sailing her two seasons. In 1869 he bought a half interest in the schooner John H. Drake with Gabriel Gunderson, and after two years he went ashore with her in Grand Traverse bay, where she was destroyed by fire. He then sold his vessel property, and in 1871 went to Duluth, Minn., where he entered the mercantile business, as a dealer in all materials entering into the marine trade; he was also owner of a stone quarry, which furnished material for the construction of the Lake Superior entry to the finest harbor on the lakes. He was generally held as an enterprising citizen. During the season of 1874 he received all the freight of the Ward line of steamers discharged at Duluth, and distributed it to the consignees throughout the city. In 1879 he became a victim of the Jay Cooke failure, and in October returned to Chicago, and with commendable courage began life anew. He took command of the steamer Norman, sailed her to Sheboygan, Wis., put her in dry dock and rebuilt her, adding thirty feet to her length, after which he sailed her. In 1881 he assumed command of the schooner J. L. Higgin and sailed her two seasons. His next command was the schooner Ida Keith, and after two seasons of successful traffic he was appointed master of the schooner Walkenburgh, which was sunk in a collision with the steamer Lehigh in Lake Huron.

Captain Thompson was then appointed by the vessel interests to superintend the weighing of grain into vessels, holding that position until September, 1885, when he entered the employ of the Northwestern Fuel Company as superintendent of Dock No. 1, which responsible position he has held for thirteen years, is a man exceedingly popular among all classes of marine

men. Socially, he is a Master Mason, belonging to Palestine Lodge, Duluth, and a charter member of the Ancient Order of United Workmen, Council No. 10.

On February 7, 1869, Captain Thompson wedded Miss Caroline M. Anderson, daughter of Nathan Anderson, of Chicago. Seven children were born to this union: Conrad Orlando, a freight agent of the Western Union Transit Company; William A., Jr., bookkeeper for the American Steel Barge Company; Frank E., a law student, and who enlisted in Company G, Fourteenth Minnesota Volunteer Infantry, at the breaking out of the war with Spain; went into Camp Chickamauga, was promoted to the rank of corporal, and had the satisfaction of knowing that he was a component part of the army that humbled the so-called haughty Dons; Jennie M. is the wife of Frank L. Gazzola, agent for the Pabst Brewing Company at Louisville, Ky.; Annie is the wife of Daniel Kain, chief clerk to the president of the Atchison, Topeka & Santa Fe railroad, stationed at Topeka, Kans.; Minnie is the wife of George F. Sherar, assistant salesman of Carson, Pirie, Scott & Co., wholesale dry-goods merchants of Chicago; and Nellie is the wife of J. R. Johnson, secretary of the Hartford City (Ind.) Glass Works. The Captain, with the pride of his own children, lives again in his grandchildren, who number nine, all in good health. The family residence is a spacious modern structure situated on West Third street, Duluth, Minnesota.

HON. WILLIAM J. WHITE is a prominent and well-known business man of Cleveland, and while not an extensive owner of tonnage, has been closely identified with the commerce of the lakes, and has owned vessel property since 1888. He was born in Canada, October 7, 1850, and at the age of six years became a resident of Cleveland.

By good business methods he early attained a comfortable competency and acquired rank among the financiers, as well as among those whose knowledge and keen insight make them the leaders of men. In 1888 he was elected to the office of mayor of West Cleveland, serving two years, and



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HON. WILLIAM J. WHITE is a prominent and well-known business man of Cleveland, Ohio, while not an extensive owner of timber, has been closely identified with the lumber industry of the lakes, and has owned property since 1888. He was born in Poland, Ohio, October 7, 1850, and at the age of 22 years became a resident of Cleveland. By good business methods he has acquired a comfortable competency and has attained rank among the financiers of the West. He is one of those whose knowledge and experience have made them the leaders of industry in the West. He was elected to the office of president of the Cleveland Board of Trade, serving from 1900 to 1902.



W. J. White

was then elected representative from the 20th Ohio District to the Fifty-third Congress, refusing renomination in each case. During his term in Congress he introduced and piloted to successful passage the law known as the "White Bill," an Act to regulate navigation on the Great Lakes and their connecting and tributary waters. This was one of the most important and elaborate bills introduced during the session, and it was a very difficult matter owing to its details and scope to bring it to a successful issue; and it could not be brought before the House and Senate before the dying hours of the Fifty-third Congress. This law in its minute specifications regarding lights, signals, speed, and steering of vessels, has been recognized as international by England, France, and America, and has been incorporated in the Great Lakes Registers and Masters Manual, Bureau Veritas and International Register of Shipping. The rules and regulations defined in this Act are now well known, and followed by all lake masters and pilots.

In December, 1888, Mr. White purchased the steamer *Britannic*, which was valued at \$95,000, and a year later he became the owner of the steamer *Ballentine*, taking the latter vessel off the hands of the underwriters to whom she had been abandoned. He rebuilt the *Ballentine*, cutting ten feet off her length, and putting in new boilers, and steeple compounding her engines. Mr. White then rechristened her the *Quito*, after the capital of Ecuador. After these changes were made the vessel carried 12,000 bushels of wheat more than before, made a knot and a half more speed per hour, and burned less than half as much coal as before. The *Britannic* was lost through a collision in the Detroit river in 1895. Mr. White also owns the steamyacht *Say When*, built by Herrshoff, which he purchased on the Atlantic coast in 1890. The yacht had been a failure on salt water, but Mr. White increased her draft from fifty-four to seventy-four inches by giving her a 6,000-pound steel shoe and 2,000 pounds of dead wood, an improvement noted as essential by Mr. White, and it is unnecessary to say that she is now one of the

best and stanchest yachts in heavy weather afloat. The *Say When* is capable of making a speed of twenty miles an hour, and during the World's Fair she made the run from Chicago to Cleveland in forty-five hours and thirty-five minutes, actual running time.

Mr. White is one of the original stockholders in the Cleveland and Buffalo Transit Company, and he now holds 751 shares of the stock of the corporation, being the heaviest individual owner; he also has a large interest in the Owen Transportation Company. He is a stockholder in the First National Bank, the Columbia Savings and Loan Company and the West Cleveland Banking Company, the last named of which he is president. He is an extensive owner of real estate in various parts of the country, has a large farm in Canada, business blocks and apartment houses in Chicago, Cleveland, Lorain and other cities. He is also the founder of the Yucatan Gum Factory, which gives employment to hundreds of people, and ships its product to almost every country on the face of the earth.

While yachting has been to him a pleasant recreation, he has also found much enjoyment in the breeding of fine trotting and racing stock. His Two Minute Stock Farm is located about eight miles from the Cleveland Public Square, and embraces 500 acres. Here at this time he has 125 blooded horses, at the head of which are the noted sire Guy Wilkes, record 2:15 $\frac{1}{4}$, and Star Pointer, record 1:59 $\frac{1}{4}$, the latter being the only two-minute horse in the world.

On April 23, 1873, Mr. White was married to Miss Ellen Marie Mansfield, of Cleveland, daughter of Orange and Marietta (Howard) Mansfield. Seven children born to this union are now living: William Benjamin and Harrie Walter, both of whom are now associated with their father in his business enterprises; Gloria Marie, Pearl Marietta, Miles Arthur, Adah Melora and Ralph Royden, the first named being (at this writing) twenty-four years of age, and the last named eight. The family homestead, "Thornwood," is a magnificent modern structure on Lake avenue, Cleveland, and bears evidence of the refinement and home love of its occupants.

CAPTAIN HENRY SAVAGE, a retired lake mariner, well known among the older generation of masters, and quite popular with those of the present day, was born August 1, 1834, in Sutton, Lincolnshire, England, a son of John and Catherine (Harley) Savage. The father came to the United States in 1853, the other members of the family joining him a year later in New York City. On New Year's Day, 1855, they removed to Avon, Lorain Co., Ohio, locating on a farm, where the parents died, the mother passing away in April, 1897, at the advanced age of ninety-three years.

It was in Avon, Ohio, that Henry Savage received his education, working on a farm in the summer months. He began his career as a sailor in the spring of 1856 as cook in the scow *Prince of Peace*, out of Black river, Capt. Charles Moore being in command. It is said that he did not make a magnificent success as a cook, and we find him three months later before the mast on the schooner *R. J. Gibbs*, in which he made his first visit to Chicago with Capt. Con Young. The next spring he helped fit out the bark *W. S. Pierson*, commanded by Capt. Frank Church, but closed the season in the new schooner *William H. Craig*, launched at Huron, Ohio, that year. In 1858 he shipped before the mast in the schooner *Grace Murray*, but soon transferred to the schooner *William H. Craig*, of which he had been appointed mate. That fall, during a lively gale when there was a most appalling loss of life and vessel property, the *Craig* rode out the storm at anchor off Presque Isle. During the next three years the Captain stopped ashore, working on a farm summers, and each winter he went to New York and studied medicine in the Hygieio Therapeutic College.

In the spring of 1862 Captain Savage returned to the lakes as master of the scow *John P. Hale*, and while in her went to Ashtabula and raised the sunken schooner *Black Rover*, which was considered a famous wrecking job for those days. He then sailed in different vessels in various capacities until the spring of 1866, when he shipped with Capt. George Mallory as mate in the schoon-

er *A. Buckingham*. The next spring he was appointed mate of the schooner *Nonpareil*, commanded by Capt. John Pomeroy, holding that office two seasons. In 1869 he sailed on the schooner *W. S. Lyon* with Capt. L. Woodruff. This was followed by two seasons as second mate in the schooner *Mocking Bird*, in which he made his first trip to Duluth. In 1872 he was appointed mate of the schooner *F. L. Danforth*, and in 1873 he got his first vessel, the schooner *Redwing*, to sail. He held that office three years, and then purchased an interest in the schooner *G. S. Hazard*, which he sailed two seasons. In the spring of 1878 he was again appointed master of the schooner *Redwing*, holding that command until October, 1882, when he retired and went to Duluth, where he purchased a temperance billiard hall, which he conducted several years. He then went into business on Lake avenue, Duluth, but his store and fixtures were destroyed by fire in 1896, after which he opened a place on Superior street, which he now carries on.

Captain Savage married Miss Frances Mallory, and to them were born one daughter, Ella M., now the wife of Rev. E. D. Minch, of New Vienna, Ohio. The Captain makes his home at 602 West Superior street, Duluth, Minnesota.

CAPTAIN JOHN M. JOHNSTON was born on a farm in Eds county, Sweden, in 1851, his father being John Johnston, a farmer. He commenced sailing at the age of fourteen, going as boy in a schooner to Leith, Scotland, and returning to Christiania.

Our subject then joined a full-rigged ship, carrying passengers from Christiania to Quebec, making two trips. Next he went out in a fishing schooner from Tonsberg, with a fleet that sailed on February 22, and returned in mid-summer, after which he joined a full-rigged ship from Norway to Russian ports on the White Sea. He remained two years with this vessel, making voyages to Rio Pernambuco, Cronstadt, London, Shields, Copenhagen and Helsingberg; at the last named place the vessel was frozen in during the entire winter. He joined a brigantine at Helsingor for a

voyage to Antwerp, leaving her there to ship in a New Haven schooner which took a cargo of railroad iron to New Orleans. At this point he joined a packet ship bound for Liverpool, getting a cargo of sugar at Havana, and left her there; thence went to Montreal in a Boston bark loaded with sugar. In 1872 he shipped in the propeller East at Montreal for the Great Lakes, spending one season as wheelsman. For two seasons he was second mate of the propeller Dromedary, and also of the Columbia for a like period. He then for one season was master of the steambarge Vanderbilt, master of the steambarge Mary I. Robinson for one year, of the schooner Phebe Catherine for one year, and of the propeller Lake Erie, of the New England Transportation Company, two years. The last named vessel was run into by the Northern Queen on Lake Michigan, in 1881, and was sunk. In 1882 Captain Johnston was master of the propeller Enterprise; 1883, mate and pilot of the river tug Andrew J. Smith on Georgian Bay; 1884, master of the tug Kellogg; 1885, master of the tug William A. Moore; 1886-87-88, master of the tug Balize; 1889-90, he was manager of the Charlton Tug line; in 1891, master of the tug Balize; 1892, master of the Tuscarora; 1893-94, master of the propeller Samson; 1895-96-97-98, master of the propeller William Edwards.

In the fall of 1872 Captain Johnston was married to Miss Matilda McMorris, of Kincardine, Canada. Their children are: Mary Lucinda and Minnie Rosa. Three children, Robert, Jessie and Matilda, are deceased.

P. J. CARR, engineer of the M. C. Neff, was born in New York City, July 17, 1852, and there lived until he was six years of age. At that time he removed to a farm in Steuben county, N. Y., where he lived for eight years, at the end of that period entering the salt works of Syracuse, N. Y., working for four years in the cooper department there.

The following two years he spent on the City of Canandaigua, as wheelsman, running on Canandaigua lake. In this position he obtained his first marine experi-

ence, and he commenced his life on the Great Lakes as fireman on the Olean. After a season on the water he went to the West and there spent five years, upon his return shipping from Cleveland as fireman on the Samson. He then spent two years on the Robert Wallace as fireman, and two years as second engineer, afterward serving as second on the J. C. Lockwood and H. A. Tuttle. The season of 1892 he sailed as chief of the Margaret Olwill, and the two seasons following was in the same capacity on the Superior. In 1896 he spent some time on the tug Howard, and then came to the M. C. Neff, in which he holds the position of chief engineer.

On March 18, 1890, Mr. Carr was married to Miss Annie Vatarick, of Cleveland, and they have two children: Bessie and Bertha. In social connection Mr. Carr is a member of the I. O. O. F., Phoenix Lodge No. 233, and North Wing Encampment, No. 88, of Pearl Council, No. 573, Royal Arcanum, and of the M. E. B. A., of which he has been secretary three years.

CAPTAIN SHEPARD H. CURRIE, of Detroit, Mich., and the efficient commander of the propeller Gettysburg, was born near Algonac, St. Clair Co., Mich., on New Year's Day, 1840.

His father, Thomas Currie, a harness-maker by trade, was proprietor of a hotel at Algonac for many years, and the Captain received his education in the schools of that town. He began his life on the lakes at the age of seventeen, when he took the position of cook on the Traffic, the first steamer up the Saginaw river.

During the Captain's forty years on the lakes, which have been spent entirely on steamboats, he has never missed a season since he began to sail, and never had to lay off on account of sickness. Beginning his lake career as cook, he was promoted to fireman, then to wheelsman, and finally became a master, his first command being the side-wheeler Dart, on which he remained but a short time. The Captain was in the employ of Alger, Smith & Co. for fifteen years, eleven years of which time he commanded the tug Torrent, and for seven

years acted as master of the tug Brockway, in which he owned an interest; he also owned a third-interest in the tug Ballentine.

Captain Currie has invented and secured a patent for a sounding lead, which is considered a great improvement over the old one, and those who have used it say it is the only lead to use, and its probable recognition by the United States navy will probably cause it to come into general use. The chief feature of this instrument is the brass top or nose piece which protects the end, and sinks quickly and naturally.

In August, 1866, Captain Currie was married to Miss Catherine M. Russell, of Algonac, Mich., and to this marriage eight children were born to them, six of whom are still living: Samuel Harrison, a member of the police force of Detroit; Alfred Latta, mate with his father; Calvin Carlos; Maggie Crane; Arthur Miles, a wheelsman, and Stephen B. Grummond, also a wheelsman. William Russell died at the age of nineteen, and Thomas Franklin when but two weeks old.

Socially, the Captain is a Mason, and belongs to the Ship Masters Association.

EDGAR HULL was born at Kalamazoo, Mich., July 26, 1856. His father, Ephraim Hull, was a farmer in that vicinity, but subsequently removed to Oswego, N. Y., where he conducted a hotel for a time, also dealt in fish and kept an oyster house. He died there many years ago. His wife's name was Elmira Roat.

Our subject received his education at Buffalo, leaving school when about thirteen years of age, at which time he began learning the trade of pattern maker at Erie, Penn. After finishing his trade, he followed it as journeyman during the winter seasons for the five years he was on the China, of the Anchor line, so commencing on her in 1873. He was greaser on that steamer for the season of that year, and for two trips of the season of 1874, serving as second engineer the balance of the time. On September 10, 1877, he was appointed chief engineer of the Buffalo Sugar Company's works, and was in this employ three years, transferring to the American Glucose Com-

pany's works in the same capacity and as assistant machine superintendent. Here he remained until November 10, 1892, when he accepted the position of chief engineer of the steamer Newburgh, of the D. & L. line. In this boat he remained a short time, finishing that season as chief of the William H. Barnum, and in the spring of 1893 he went as chief of the E. P. Wilbur, of the Lehigh Valley line, continuing on her until September 1. On that date he was transferred to the Seneca, on which he served until October 30, 1895, at that time becoming chief engineer of M. H. Birge & Son's plant of the National Wall Paper Company, where he has remained up to the present time.

Mr. Hull was married to Anna Bryan, of Erie, Penn., July 13, 1876, and they have the following named children: Charles, now (1898) aged twenty years; Luella E., seventeen; Earl Bryan, fifteen, and Joseph Howard Edgar, thirteen. Charles Hull, the eldest son, has been on the lakes for several seasons. In the spring of 1893 he was greaser on the Emily P. Weed half of the season, for the balance making four trips on the Bartlett, four trips on the North Wind and two trips on the Seneca. He was greaser on the E. P. Wilbur all of the season of 1894 and part of 1895, and during the balance of that season and the entire seasons of 1896-97 was on the China as oiler (he being the third generation of his family upon that boat), and for the season of 1898 he was greaser on the Schuylkill.

GEORGE B. KELLEY is a well-known lake engineer of great strength and endurance, wherein he exemplifies the motto of his native land, the Isle of Man, which asserts that, "However you throw me I alight on my feet." He was born in Douglass, on February 14, 1851, and received his public-school education in that city. His parents were William and Anna (Jones) Kelley.

Our subject left home in 1865, and came to the United States, locating in Milwaukee, where he shipped on a steamboat for a short time, but afterward travelled through Wisconsin and Pennsylvania. In 1869 he again took up steamboat life, shipping on the S.

D. Caldwell, plying between Chicago and Sarnia, and during the winter months between Milwaukee and Grand Haven. The next spring he transferred to the City of Freemont as fireman, followed by a season on the passenger steamer City of Madison, of the Peoples line, and the Norman. From 1872 to the close of 1876 he served as fireman on the steamer Annie L. Craig, Buckeye, tug St. Albans, and steamer Inter Ocean.

In the spring of 1877 Mr. Kelley joined the lighthouse tender Warrington as oiler, and remained on her three years, during which period the tender was in service at Stannard Rock, Lake Superior, while the lighthouse was being constructed. He then took out an engineer's license, and was appointed second on the lake tug Vulcan, owned by Alger & Smith, and while on her assisted in rescuing the crew of the steamer Marine City, for which act of heroism the citizens of Detroit gave each member of the crew a handsome medal. In 1882 Mr. Kelley was appointed second engineer of the new steamer Samuel F. Hodge, and the next season he served in the same capacity on the Manistique, transferring to the Schoolcraft in 1884. This was followed by engagements as engineer, in 1885, on the Thomas W. Palmer; 1886, on the passenger steamer Saginaw Valley, plying between Cleveland and Bay City; 1887, on the William H. Stevens, of the Ward line; 1888, on the Frank L. Vance, closing the season on the tug Music; 1889, on the steamer Helena; 1890, on the Schoolcraft; 1891, on the John Harper, and 1892, again on the Schoolcraft.

In the spring of 1893 Mr. Kelley served on the E. M. Peck, remaining on her till the close of the season. The next season he joined the George Hadley as second, and in the spring of 1895 was appointed second engineer of the John Pridgeon, in 1896, of the John Craig, in 1897, of the Caledonia, and, in 1898, of the R. J. Hackett, which he laid up in the fall. He has twenty-one issues of chief's license, and is a member of the Marine Engineers Beneficial Association.

In December, 1880, Mr. Kelley was

united in marriage with Miss Annie, daughter of William Corcoran, of Detroit. The children born to this union are William A., Ada B., George B., Nellie and Ralph. The family homestead is No. 824 Lafayette avenue, Detroit, Michigan.

CAPTAIN WARREN E. MORRIS. A long and varied career has been the lot of Captain Morris, who has now sailed on the Great Lakes for nearly forty years. He was born near Erie, Penn., September 29, 1849, and is a son of Capt. Isaac T. and Sarah C. (Cook) Morris, natives of Herkimer, N. Y., and Orange, Vt., respectively. The father was a sailor until 1865, then engaged in the vessel brokerage business for a time, and later became connected with the Chicago Board of Trade.

As a boy, Warren E. Morris went with his father on the schooner Ethan Allen for one season, and in the spring of 1860 was again with him on the bark S. B. Pomeroy, in which the father owned a one-fourth interest. He remained on the Pomeroy until 1865, when in February of that year he enlisted in the 193d O. V. I., serving with that command until the close of the war. After being mustered out at Camp Chase, Ohio, in August of that year, he went to Cleveland and began sailing. Making his way to Buffalo on the propeller Arctic, Captain Morris again joined the Pomeroy and laid her up in the fall. In the spring of 1866 he went on the bark Naomi with Capt. James Carpenter, remaining with that vessel until October, 1868. On March 12 of that year, he had married Miss Elizabeth A. Shafer, and lived in Cleveland. The same fall he went as second mate with Capt. Charles Deott on the schooner William Case. The following year he was second mate on the Colonel Cook with Capt. Richard Neville until September, when he went as first mate on the schooner Consuelo, leaving the latter vessel in October to ship on the schooner Sea Bird with Capt. Loftus Gray. The Sea Bird went to Rock Falls for a load of lumber, was caught in a northeast wind while at her dock, broke her lines, and drifted on the beach. The next year Captain Morris

was first mate on the bark Kate Darley, with Capt. James Grant, and later in the season was mate on the bark Margaret R. Goff. He sailed the Pomeroy the next two seasons, the schooner Eliza Gerlach one season, and in the spring of 1874 again took charge of the Pomeroy, sailing her one season. He was then captain of the schooner A. H. Moss three seasons, the bark Kate Darley two seasons, and the schooner R. B. Hayes eight seasons. He sailed the steamer Germanic during the season of 1888, and the next year purchased an interest in the Horace A. Tuttle, which he sailed for two seasons. He was captain of the George Presley in 1891, the steamer Joseph Fay in 1892, the E. B. Hale in 1893, and the Maurice B. Grover from 1894 up to the present time.

Captain and Mrs. Morris have one daughter, Claudia A., who is the wife of T. C. Collings, a dealer in bicycles and saddles, and is interested in the manufacture of horseless carriages.

CAPTAIN JOHN J. KILLELIA is a son of James (a native of County Galway, Ireland) and Elizabeth (Brennen, a native of Kilkenny, Ireland) Killelia. The former was one of the soldiers who sacrificed their lives in the Civil war in America, his death occurring in Salisbury prison in the year 1865. He was a private in the Second New York Heavy Artillery, Company A.

The subject of this sketch was born in Oswego March 2, 1854. He attended school in that city, and commenced life on the water at the age of ten as a ferry boy on the Oswego river, continuing in that occupation up to the age of fourteen, when he sought employment on the Erie canal as driver, a position which he retained for a continuous period of eight years. In 1878, having concluded to try the lakes, he shipped as boy on the brig Saxon, but after a short time returned to the Erie canal as steersman, and remained steadily until the close of 1879. From that season until 1895 he was owner and master respectively of various canalboats and tugs, and master for the seasons following: Canalboats Fort Sumpster, one season; Killelia, one trip; Olympus,

master for three seasons; James H. Rich, master six years; William S. Dego and Read the Judge, one year; Canal tugs John Howell, master one year; Ella B., master part of a season; Charles E. Brady, the remainder. He also purchased the canal tug Deloss Graves, ran her for a while and then placed her machinery in a new hull now known as the James Kennedy, of which he was master seasons of 1895-96. During the winter of 1895-96 Captain Killelia was foreman of the tug Eli Shriver, employed on the canal work. During the season of 1897 he was master and owner of the tug James Kennedy, and for about a month of 1898, when he sold her.

Captain Killelia was married in 1887, at Oswego, to Miss Rosa O'Grady, by whom he has one child, Cora. In social connection he is a member of the Catholic Mutual Benevolent Association and of the Hibernian Order. The Captain has been one of the successful men on the Great Lakes.

JOHN O'CONNER is a son of Thomas and Annie O'Conner, residents of Buffalo, who came from Northampton, Mass., where our subject was born March 19, 1858. The parents settled in Buffalo when he was but eighteen months old, and he received his education at that place, leaving school when quite young. Like many other harbor-tug men, he began active life by ferrying on Buffalo creek, at which occupation he was employed about three years. He then entered the machine shop of Farrar & Trefts as an apprentice, and after a year's employment there worked at the machinist's trade in the shops of the Ritter Boiler Works nearly two years. He was then fireman on the tugs Orient and Annie P. Dorr, respectively, and for a short period succeeding that employment was engaged as engineer on various harbor tugs, receiving his first license when twenty-one years of age.

Beginning with the winter of 1878-79 Mr. O'Conner was engineer of the Erie Basin elevator one year, was also for the same length of time engineer at May's dry kiln, and for three years worked at the Richmond elevator, as chief engineer. During the season of 1884 he was made engineer in

Maytham's Tug line, and continued as engineer on various tugs until 1892. For the seasons of 1893-94-95 Mr. O'Conner was chief engineer, respectively, of the steamers Bell Cross, Edwin S. Tice and J. H. Shrigley, and for the seasons of 1896-97 he was engineer of the tug S. W. Gee. In May, 1898, he was made engineer of the tug C. F. Dunbar, the largest and strongest tug on the lakes, there being nothing on the lakes like her. This boat he brought out. Mr. O'Conner holds both pilot's and engineer's papers. He is a member of Local Harbor No. 41, of the American Association of Masters and Pilots, and also of the Buffalo Harbor Tug Pilots Association.

In 1881 Mr. O'Conner was married at Buffalo to Miss Kate Leonard, by whom he has three children: Thomas, Jennie and Jeremiah. The family reside at No. 136 Mackinaw street, Buffalo, New York.

CAPTAIN JAMES G. HILL, known to some of his most intimate friends as James Garrity, as he was brought up by a relative of that name, was born in 1855 at Port Hope, Canada. He is a son of Frank and Susan Hill, the former of whom, who was a carpenter by trade, died in 1857, when the subject of this sketch was only two years old. There was only one daughter in the family, Mary Jane, now the wife of Charles White, a railroad man.

Our subject received a rather meager school education after he became a resident of Buffalo. He began active work as fireman on the tug Daniel Boone, in the spring of 1870, and has been associated for twenty-seven years, all told, either as fireman, engineer or master, with M. R. Swan in the tug business of Buffalo harbor. His first experience as engineer was at the harbor of Erie, Penn., on the tug Mary A. Green, on which he remained one season. He was master, first of the tug Post Boy in 1876, and has been in the harbors of Dunkirk, Erie, Ashtabula, Fairport, Cleveland, Vermilion and New York, not excepting Buffalo. During the season of 1895 he was master of the tug Hudson, of which he was part owner also.

Captain Hill has always been very in-

dustrious in his chosen line. He has several times been employed on shore during the winter, but the fascination of the water always draws him back onto a tug in the spring, where he can enjoy the freedom of the air and bright sunshine. He has had the good fortune of never having been mixed up in any wreck. He was a charter member of the Local Harbor No. 41, of the American Association of Masters and Pilots, and he is also a member of the Buffalo Harbor Tug Pilots Association, and of the Royal Arcanum.

In 1877 Captain Hill was married at Buffalo to Miss Elizabeth Scott, by whom he has had eight children, the names and ages of those living (at this writing) are Elizabeth, eighteen; Mary, twelve; Susan, six; James G., twelve, and Frank, eleven. The family reside at No. 135 Goodell street, Buffalo, New York.

CAPTAIN AMOS H. MYERS is the son of Capt. James H. Myers and his wife, Elenora (Perlow), the former of whom had been a master of sailing vessels since 1854, and after forty-five years of service on the lakes was lost with his vessel, near Grand Haven, Mich., in 1872. His parents were born and married in Clayton, Jefferson Co., N. Y., and moving to Cleveland in 1854, located on Pearl street. Among the last vessels sailed by Capt. James H. Myers was the Montcalm, owned by E. G. Merrick, of Detroit.

Capt. Amos H. Myers was born in Cleveland, Ohio, April 3, 1857, and received a liberal public-school education in Cleveland, and on July 8, 1871, he shipped on the General Burnside, going before the mast in the barge India the following season. He then sailed with Capt. George Miner in the schooner Montpelier, and with Captain Case in the Cascade, he was also on the schooner Bellow, Blazing Star, Monterey, three years, and Granger with Capt. William Sherley; also on the schooner Mary Copley, now the Madaline Dunning, and the schooners George Sherman and Correspondent, closing the season of 1879 in the Mont Blanc, with Captain Dennis. In the spring of 1880 Captain Myers was appointed

mate of the Timothy Baker, with Capt. Geo. Tower; in 1881, on the schooner James D. Sawyer, with Capt. Ira Mansfield; in 1882, on the schooner Eliza Gerlach, with Captain Delarkie; in 1883, on the schooner James E. Gilmore, with Capt. George Burtis; in 1884, he shipped as wheelsman in the steamer George Spencer, with Captain Murphy, closing the season in the E. B. Hale; the next season he went as mate in the George W. Davis; followed by a season in the steamer Republic, with Captain Mullen, and another season as mate of the schooner Col. Cook, with Capt. Sol. Hayward. In 1888 he joined the steamer J. S. Fay as second mate, and was appointed mate of the barge Ashland the next season, going as mate of the Margaret Alwill in 1891. The next two seasons he was mate of the steamer R. E. Shreck, and, in 1895, master of the S. L. Watson. In 1896 he was mate of the Malta, of the Minnesota line, in 1897 mate of the John N. Glidden, with Capt. J. Lampo; in 1898, mate of the H. J. Johnson, with Capt. C. Miner, which he laid up at Buffalo at the close of navigation.

Captain Myers is an active member of the American Association of Masters & Pilots of Steam Vessels, and resides at No. 398 St. Clair street, Cleveland, Ohio.

CAPTAIN JOHN J. DENSTAEDT has been sailing the lakes for many years, and is well known to marine men. He has owned nearly all the boats upon which he has labored, and at the present time owns the Newell Hubbard, which he has commanded for over twenty years. He was born October 2, 1843, in Germany, son of Andrew and Christina Denstaedt, both natives of Germany, who died in 1885 and 1883, respectively.

At the age of five years our subject came to America and settled in Detroit, where he has since made his residence. When twelve years of age he shipped out of Detroit on the scow Louisa, as cook, and remained one season, going the following year on the same boat, which he purchased and sailed. He then bought the Monitor, and sailed her two seasons; later she was sunk in Lake

Erie, after which he bought the Foam, and sailed her two years. At this time he enlisted in the army, joining the First Mich. Vol. Inf. After serving four months he came back to Detroit, bought the scow Ripper, and sailed her three seasons. After he sold this boat he built the scow Speed, and after sailing her one year sold her and built the Gipsev Queen, which he ran in the government employ in the lighthouse work on Lake Superior. He finally sold this vessel and bought the Money's Isle, which he traded after two years for the Venus, which he sailed one season. He then bought the schooner Gen. Mead, and sailed her four years, after which he traded her for the Newell Hubbard, which he still owns.

Captain Denstaedt was married January 9, 1866, to Miss Mary Welkenbach, also a native of Germany. Their children are John, who is master of the yacht Pathfinder, of Chicago; Harry, who is master of the yacht Dawn, of Detroit; Annie and Peter, who died in early childhood; William, who is on the Pathfinder with his brother; Hiram, who died when young; Walter, who is a polisher in the Ireland; Matthew, in a manufacturing company, and George, who is attending school in Detroit. Captain Denstaedt is a member of the Masonic fraternity and of the I. O. O. F. He has a large circle of friends in both societies.

CAPTAIN JOHN A. STEWART, master and captain of the steamer F. W. Fletcher, with residence at Algonac, St. Clair Co., Mich., is a native of that place, having been born there June 7, 1859. He is a son of Charles and Maria Stewart, the former of whom, a merchant by occupation, was born sixty-six years ago in New York State, the latter in Michigan; the mother died in 1865 at the age of twenty-eight years.

When sixteen years old our subject commenced sailing on lakes as a deckhand on the steamer Allegheny; was then wheelsman on tugboats for two years, and of the steamers Belle P. Cross and J. P. Donaldson; then wheelsman on the steamers John N. Glidden and E. B. Hale, respectively. After that he was second mate of the steamer Rufus P. Ranney one year; captain of

the barge *Lady Franklin* three and one-half years; captain of the steambarge *Westford* one-half year; mate of the steambarge *Garden City* three years; master of the steambarge *O. O. Carpenter* three years; of the steamer *Norseman* some eighteen months, and is now serving his third season as master and captain of the steamer *F. W. Fletcher*.

In 1885, at Algonac, Mich., Captain Stewart was married to Miss Addie Higgins, daughter of Rev. T. C. Higgins, of Algonac, and two children have been born to them: Annie, now (1898) thirteen years old, and Carl, eight years old at this time. Captain and Mrs. Stewart are members of the Methodist Episcopal Church; in politics he is a Democrat. Socially he is a member of the Masonic fraternity, the I. O. O. F. and the A. O. U. W.

CAPTAIN CALVIN CARR, who is deeply versed in the current affairs of the lakes, and who has a vivid remembrance of the events that occurred away back in the 'forties, is at this writing engaged in the vessel and insurance business in Chicago, and is highly esteemed by lake men, who generally place great confidence in his views concerning the conditions which regulate lake commerce, and their bearing on future events. He is a man of dignity and refinement, and lives much within himself, although his stately form is one of the most familiar about the marine offices in Chicago, where he has carried on business during a period of twenty-five years. His forefathers came to the colonies in 1620, landing at Plymouth. His grandfather, Joshua Carr, was born in New York State, and settled in Rensselaer county, N. Y., in an early day. Two brothers, Caleb and James (1), settled in Rhode Island in 1635, and our subject's grandfather was a descendant of James (1).

Captain Carr, the subject of this article, was born in Oswego county, N. Y., March 4, 1835, a son of Caleb Carr, the eldest son of Joshua. The father and mother moved west, locating near Horicon, Wis., where they operated a large farm for thirty-five years. He died at the age of seventy-two years, from paralysis, induced by a severe

injury received. His wife, who bore the maiden name of Jane Smart, and was a native of New York State, lived to the advanced age of eighty-four years.

The Captain remained at home, assisting his parents and attending school until he reached the age of sixteen. In the spring of 1851 he determined to adopt the life of a sailor, and shipped as boy in the brig *Arcadia*. The next two seasons he sailed in the barque *Norman*. In 1854 he came out in the *Seminole*, but closed the season in the *Saxon* with Capt. John Davis, going with him in the schooner *Hungaria* the next season. Being an active, intelligent young man, he soon attracted the attention of his captain, who appointed him mate, in the spring of 1856, on the schooner *Indiana*, he continuing in that berth until September, 1857, when he was promoted to the command of the schooner *Augustus Ford*. From this time until he retired from active duty on shipboard he was master of several notable vessels. In the spring of 1858 he was appointed master of the schooner *Syracuse*; in 1859 master of the *Maple Leaf*, sailing her two seasons; 1861-62 he again sailed the schooner *Syracuse*; and the next three years he was master of the bark *Champion*, at that time the largest vessel on the lakes. In the spring of 1866 he assumed command of the *Southwest*, and in 1867 he was appointed master of the bark *Northwest*, sailing her four consecutive seasons. In 1871 he was chosen weigh-master for the Chicago Board of Trade, and held that office two years. In 1873 he joined the schooner *Maringo* as master, sailing her two seasons.

In 1875 Captain Carr retired from the lakes, and became a marine agent for the Orient and Mercantile Mutual Insurance Companies, engaging the next year with Capt. W. M. Eagan in the charter and commission business, remaining with him until 1881, when he established a vessel agency and insurance business on his own account, and he is still successfully engaged in that business. Socially he is a Royal Arch Mason.

On May 4, 1857, Captain Carr was united in marriage with Miss Caroline All-

port, a daughter of Zachariah and Phœbe (Edwards) Allport, of Oswego, N. Y. Five children have been born to this union, but all have passed to the Master who said "suffer little children to come unto me." Willis, the eldest, was drowned at Ogdensburg, N. Y., in 1866; Frank died when but eighteen months old; the other three died in infancy. The family residence is at No. 6939 Perry street, Englewood, Chicago, Illinois.

CAPTAIN JOHN F. WHELAN is one of the veteran tug men of Buffalo harbor. He is the son of Michael and Bridget (Fitzpatrick) Whelan, both of whom were born in Ireland, whence the father, who was a stonemason by trade, came to American about 1835, locating in Scoharie, New York.

Captain Whelan was born in Amsterdam, N. Y., December 22, 1842, and came to Buffalo to reside permanently in 1847. After four years spent in obtaining his common-school education he began practical life, ferrying on Buffalo creek. This occupation he pursued until about fifteen years of age, when he shipped out of Buffalo as cook on the brig Fox. Following that employment he served different capacities on various vessels until he became master of the schooner C. Y. Richmond, and later he was master of the Eliza Logan, A. Mowry and Matt Sherman. In 1868 he was made master of the tug Mildred, in Buffalo harbor, and during the seasons of 1869-70-71 was master of the tugs S. S. Coe and Old Jack, both of Cleveland, Ohio. From that time until the close of the season of 1896 he has been on Buffalo harbor tugs in the Maytham line for fourteen years, and in the Hand & Johnson line for eight years, except on special occasions when he made short trips outside, and during 1886, when he was appointed harbor master by the common council of the city. He was a charter member of the Harbor Tug Pilots Association.

In 1863 Captain Whelan was married in Buffalo to Bridget Ryan, a daughter of Timothy Ryan, a native of Ireland, but at that time a resident of Buffalo, and they have had the following children: William J.,

a marine engineer; Mary A., wife of C. H. Smith, a clerk in the employ of the Lehigh Valley Company; Jennie E., stenographer for the Fertilizing Company at East Buffalo; Arthur, a plumber by trade, but on July 1, 1898, was appointed policeman for the City of Buffalo; Joseph, fireman with his father; John; Walter, who is also with the Lehigh Valley Company; and Loretta. Thomas Ryan, a brother of Mrs. Whelan, is a marine engineer and also holds master's papers.

William J. Whelan, eldest son of Captain Whelan, commenced his career as fireman with his father. He subsequently obtained the position as engineer on the tug Adams, and later was on the Alpha and on the Warren, the latter owned by Carroll Bros., in which he was engineer for 1896 and 1897. She was sold by the Carroll Bros. to the Buffalo Dredging Company, who retained Mr. Whelan in their employ. He was appointed chief engineer of the excursion steamer Gazelle for season of 1898. He is unmarried and resides with his parents at No. 220 Efner Street, Buffalo, New York.

DAVID ALLEN KIAH, one of the foremost navigators of the lakes, was the second of the seven children born to Francis and Louise (Sawyer) Kiah, the former a native of Quebec, Canada, and at one time master and vessel owner, having a schooner and five barges trading between Montreal and Ogdensburg, and for fourteen years in the Custom House in Ogdensburg, N. Y. In 1853, on a trip from Hamilton, Ont., to Ogdensburg, the passenger steamer Ocean Wave, with twenty-eight cabin passengers, among whom were Mr. and Mrs. Francis Kiah, took fire and burned, the only ones rescued being themselves and two others, Mrs. French, of Cornwall, Ont., the wife of a member of Parliament, and Mrs. Stevenson, the wife of a Canadian banker. To Mr. Kiah's experience as a sailor and to his personal bravery is due the fact that all did not perish.

David Allen Kiah was born at Ogdensburg, August 15, 1837, and his first practical work was as a bookkeeper in a butcher shop there for about three years, after which, in 1857, he began his seafaring life before the mast on the brig Mahoning, with Cap-

tain Pearsons, trading between Ogdensburg and Toledo, shipping in her September 7, and laying her up. He was subsequently in various craft, among them being the schooner Henry Clay, Oswego to Bay of Quinte; Black Warrior, under Captain Gilmore, when she went ashore near Forty-mile Point, Lake Huron, in a blinding snowstorm, the crew taking refuge in the topsails, and being rescued by a fishing boat the next day, Captain Kiah's hair, as well as that of the others, being frozen to the respective coat collars. After this experience he decided to quit sailing, but on December 5, 1858, a few days after his rescue, he chanced on the docks at Cleveland, and found the three-masted schooner G. L. Newman, bound for Ogdensburg, his home, in need of a pilot down the St. Lawrence river. He shipped on her as such and before the mast, arriving at Ogdensburg on December 13, and the following season, his love of the sea being as strong as ever, he shipped on the Charles H. Walker, and after this was second mate of the Gold Hunter three seasons, then mate of the Ketchum, Capt. Joe Sawyer, one season, Mary B. Hale, under the same captain, one season, second mate of the Prairie State, Captain Mellen, Empire, Captain Richardson, and City of New York, Captain Chadwick, all of the N. T. Co., one season each; mate of the Granite State, Capt. Ira Bishop, three seasons, and in 1869, mate of the City of Toledo, under Captain Richardson again. In 1890, Captain Richardson having highly recommended him, he was appointed master of the Prairie State, sailing her the three seasons of 1870-71-72. In 1873, during the prevailing hard times, salaries were generally reduced, and Captain Kiah left his old employment on this account, to sail the Scotia, a Canadian steamer, for James Norris, at better pay than in the State, and for that season and also for 1874 sailed the America for the same owner. He next sailed the Celtic, of Hamilton, for two seasons; the Canada four seasons (two between Montreal and Chicago, and two between Collingwood and Chicago); St. Magnus, of Hamilton, two seasons; Lothaire, in Georgian Bay lumber trade, three seasons; in 1889, Newburgh, of the Ogdens-

burg Transportation Company; the following two seasons bringing out the new F. H. Prince, of the same line, in which he has remained ever since, seven consecutive seasons, making nine years in the employ of the Ogdensburg Transportation Company, which is rated by insurance men as higher than any other line on the lakes. This bespeaks well also for Captain Kiah's services, as a position in this line must naturally be well merited.

In 1865 Captain Kiah was married to Miss McCormack, of Ogdensburg. They have had four children, two of whom are now living, namely: Mary and David Allen, Jr., the latter at present mate of the A. McVittie of the Ogdensburg Transportation Company. Captain Kiah is a member of the Chicago branch of the Ship Masters Association, and carries Pennant No. 409. The family residence is at No. 46 Franklin street, Ogdensburg, New York.

CAPTAIN THOMAS J. BAILEY, captain of the United States lighthouse station at Chicago, has in the fifty-eight years of his existence enjoyed a life that has been replete with incident, chiefly on ocean and lake navigation. From earliest recollections it was his ambition to be a sailor, and at the tender age of ten years he abandoned his home in England and ran away to sail the seas, and live his dream.

The Captain was born in Somersetshire, England, in 1840, the son of Joseph and Mary (Pickford) Bailey. The father was a farmer and a native of the same county, the mother being from Wiltshire. Both parents lived and died in England. It was because he found at home strong opposition to his wishes to become a sailor that young Thomas stole away from his father's home and started for a seaport. He reached Portsmouth *via* London, and went before the mast on the school brig, serving one year. He was thence transferred to the Rosamond and later to other vessels of the English navy. For more than twenty years he was in the English navy. He served in the Crimean war, and during the Indian mutiny in Field's brigade. He served in China as chief yeoman to Admiral Hope, at

which time he was boatswain. From China he went to New Zealand, and was quarter-deck officer of the vessel *Cracker*. From New Zealand he was transferred to Paraguay, and served through the Paraguayan war. Returning to England, Captain Bailey resigned and came to America. He reached Chicago in 1871 and located on a farm in Will county, near Joliet, and there engaged in farming. But the life was not congenial, and he remained there only a short time.

Captain Bailey has been in the employ of the British and American governments most of his life. He has been connected with the lighthouse service for a great many years. For three years he was in the life-saving service at Ludington and White Lake, Mich., and for six years he was subsequently prime keeper of the government lighthouse at Big Point Sable, Mich. From that station Captain Bailey came to Chicago in 1893 to take charge of the government lighthouse station there.

In 1874 Captain Bailey was married in Canandaigua, Mich., to Miss Mary McClure, a native of Ohio, daughter of Andrew and Elmira (Strong) McClure. Andrew McClure was born in Pennsylvania in 1811; his wife was born in Connecticut, daughter of Capt. David Strong, a sea captain and vessel owner, who sailed from Connecticut, and whose vessel was seized by the French. Captain Strong was confined to a French prison for a year, and his vessel confiscated, like many others at the time, by the French Government. When the indemnity was paid for these seizures the Strong heirs failed to receive their share. The parents of Mrs. Bailey moved to Lenawee county, Mich., in 1844, and settled at Adrian. The father died in 1897, the mother in 1892, both at the age of eighty-six years. Since 1893 Captain and Mrs. Bailey have resided in Chicago. Four children have been born to them, Juliett, a stenographer; Fred L., Victor and Winfield. Captain Bailey is a member of Evening Star Lodge No. 173, F. & A. M., at Medina, Michigan.

The lighthouse, situated at the mouth of the Chicago river, and of which Captain Bailey has charge, was established in 1859.

There are six lights, as follows: One revolving light at the outer breakwater, and one lens and fog signal at the outer breakwater, one fifth-order light and lens light off the south breakwater, and one sixth-order lens and lantern on the north pier, and a fog bell struck by clock work on the north pier. The lighthouse was built on piers in 1859, and was then all surrounded by water. There was a raised walk from lighthouse to shore, the lake having been filled since then. Originally there was only one light, which has since been removed to Twin River, Wis. The present lighthouse was erected in 1859, and is one of the landmarks that escaped the fire of 1871. This is the largest lighthouse on the Great Lakes, and is among the oldest and most prominent. Captain Bailey has a crew of five assistants.

JACOB C. JANSEN, son of August and Anna (Ebberling) Jansen, was born in Denmark, November 16, 1866, and at the age of twelve years shipped as a boy on the German vessel *Shipwarf*, from Hamburg to Australia and the East Indies, on which he remained four years and eight months. His next experience was as able seaman aboard an English brig from Newcastle, for six months. The following year and a half he spent on the barks *Samanco* and *Mohican*, the latter a Boston vessel, on which he remained four months, and which brought him to New York. There he shipped on the *Eva Nell* to the West Indies, and afterward on the *Martinecki* to same place, and also Mexico, then on the *Henry Norwel* to Mobile, his service on these coasters covering a period of about two years.

In 1887 Mr. Jansen went to Chicago, where he began his lake career, shipping before the mast on the *E. P. Beals*, and remaining on her all that season. The following one, 1888, he was on the *Sunrise*, *Charles P. Minch*, *E. P. Rice*, and *City of Cheboygan*; in 1889 he was watchman on the *Cayuga*, and wheelsman of the *Saranac* for the seasons of 1890-91. In 1892 he was promoted to the position of second mate on the *Harry Packer*, and for 1893-94 was on the *Tacoma* in a like capacity. For the

season of 1895 and first half of 1896, he was mate on the Tuscarora, finishing that season on the Seneca, to which he was transferred. Mr. Jansen, like most salt-water men on the lakes, is ambitious and persevering, and, wishing to become more familiar with the waters of Lake Superior, accepted the berth of second mate on the A. D. Thompson for the season of 1897, severing his connection with the Lehigh line, with which he had been for nine consecutive seasons, in order to obtain the experience which he desires. He is a member of Local Harbor No. 41, Masters and Pilots Association; also of Niagara Lodge No. 25, I. O. O. F.

On December 8, 1897, Mr. Jansen was united in marriage with Miss C. M. Cotter, of Burlington, Canada. They reside at No. 311 Fulton street, Buffalo, New York.

THEODORE E. COWLES, one of the proprietors of the White Star Tug line, was born September 14, 1826, and is a son of Benjamin Sedgwick and Cornelia (Van Stanford) Cowles, who, besides Theodore E., had the following children: Cornelius Van Stanford, born May 25, 1828; Harriet Ann, born January 14, 1830; Rosetta, born April 2, 1832; Henry Fonda, born February 7, 1835; Daniel Forbes, born August 24, 1836; and Benjamin Sedgwick, born November 6, 1841.

The founder of the Cowles family in America was John Cowles, who came from the West of England in the year 1635, settling in Hartford, Conn., in that year. In 1640 he was one of the eighty-four original proprietors of the town of Farmington, Conn., and one of the seven original founders of the Church of that place. His lot contained nine acres on the public green, and just south of the meeting house, was inherited by his three grandsons, and divided into three equal parts, a division which has been kept up to the present day. The old homestead is now occupied by the heirs of Timothy Cowles.

John Cowles married Hannah——(her maiden name not being now remembered). They had seven children, viz.: Samuel, born in 1639; John, born in 1641; Hannah,

born in 1644; Sarah, born in 1646; Esther, born in 1649; Mary, born in 1654; and Elizabeth, born in 1656.

Samuel, eldest son of John, married Abigail Stanley, January 14, 1660, and by her had the following children: Samuel, born May 17, 1661; Abigail, in 1663; Hannah, in 1664; Timothy, in 1666; Sarah, in 1668; John, in 1670; Nathaniel, in 1673; Isaac, in 1675; Joseph, in 1677; Elizabeth, in 1680; and Cabel, in 1682.

Nathaniel, the seventh of the above children, married Phœbe Woodruff, February 11, 1697, by whom he had three children, viz.: Nathaniel, born in 1698; Thankful, in 1700; and Timothy, in 1704. The mother of these dying in February, 1712, Mr. Cowles married Mary Andrews in 1713, by whom he had the following children: Benjamin, born in 1713; Joseph, in 1715; Phœbe, in 1718; Samuel, in 1720; Daniel, in 1722; and Nathaniel, in 1730.

Nathaniel, the ninth child of Nathaniel, married Elizabeth——(her maiden name not being remembered), and by her had six children: Nathaniel, born in 1756; Elisha; Eliada; Benjamin, born in 1760; Joseph, born in 1763; and Isaac, born in 1765.

Benjamin, the fourth child of Nathaniel, moved to and resided at Corinth, Saratoga Co., N. Y. He married Rosanna Boardman April 11, 1790, and had nine children, viz.: Nathaniel, born February 12, 1793; Zina H., born March 29, 1795; Chauncy, born August 26, 1797; Hannah, born December 23, 1799; Orlando, born June 9, 1802; Benjamin Sedgwick, born March 17, 1805; Henry Elisha, born April 5, 1807; Daniel H., born January 1, 1810, and Rosetta, born November 23, 1813.

Benjamin Sedgwick Cowles, sixth child of Benjamin, as stated in the beginning, married Cornelia Van Stanford, November 29, 1825. The names of their children have also been given above.

It may be proper here to note that Hannah, third child of the original John Cowles, was the grandmother of Gov. William Pitkins and the great-grandmother of Rev. Timothy Pitkins, of Hartford, Conn. Elizabeth, the youngest daughter of the original John, married Richard Lyman, and

was the great-grandmother of Rev. Joseph Lyman, so long settled over the Congregational Church of Hartford, Connecticut.

Benjamin S. Cowles, father of the subject of this sketch, celebrated the eightieth anniversary of his birth March 17, 1885, and died June 27, 1894. Born in the town of Hadley, Saratoga Co., N. Y., he removed to Crescent in the town of Halfmoon, Saratoga Co.; N. Y., and by his intellectual ability and genial disposition made many friends. He was chosen to fill the office of justice of the peace, which he held for many years, and he also served on the board of supervisors. He was an original member of the Baptist Church, village of Middletown, in the town of Halfmoon, Saratoga county, and in 1875 he removed to Glens Falls, N. Y., where he passed the remainder of his life.

Capt. Theodore Edward Cowles was born in the village of Middletown, N. Y., and was educated in the common schools. While he attended these schools he used to work in the summer season, and after finishing his education he worked on a farm one year for \$5 per month. He began his career in connection with the canal as captain of a market boat running from Crescent, N. Y., to New York, and the next year was captain of the canal boat running from Troy to Buffalo, continuing thus engaged for four or five years. Then he built a boat on Cayuga lake, which he commanded on the Erie canal, and afterward built one canal boat and several tugs in Buffalo, remaining on the canal boat two years. Removing to Buffalo he became foreman for Toles & Sweet on their marble dock, remaining thus engaged one year. The next year he went into the tug business in Buffalo harbor and has been successfully engaged ever since. He has been connected with the White Star Tug line ever since.

Captain Cowles was married June 1, 1848, to Miss Mary A. Mullen, of Rochester, N. Y., by whom he had three children, viz.: (1) Cornelia Frances, born April 4, 1849, and married December 12, 1867, to Joseph Fowler, who at the present time is a practicing physician and police surgeon at Buffalo, N. Y. Dr. Fowler and wife have

three children, viz.: Carrie Alma, born in 1868; Lillian Estelle, born in 1870, and Theodore Edward, born in 1872; (2) Mary Elizabeth, born April 15, 1851, and died May 21, 1857; (3) Harriet Rosetta, born June 21, 1853, and died April 11, 1855. The mother of these children died February 12, 1855, and on April 26, 1856, Captain Cowles married Mary Cooney, of Canandaigua, N. Y. (who died June 7, 1890), by whom he had three children, viz.: (1) Mary Elizabeth, born March 25, 1860, and married on May 14, 1880, to Erastus Cole Knight, who at the present time is comptroller of the city of Buffalo. Mr. and Mrs. Knight have six children as follows: Winifred Alice, born May 25, 1882; Sarah Gertrude, November 11, 1883; Theodore Cowles, June 13, 1885; Erastus Cole, March 3, 1887; Florence Lennox, March 22, 1890; and Marion Elizabeth, July 22, 1892. (2) Florence Lydia, born May 5, 1861, and married July 22, 1878, to William C. Lennox, a wholesale commission merchant of Buffalo, N. Y. Mr. and Mrs. Lennox had two children, viz.: Florence Leone, born May 31, 1879; Frederick William, born February 26, 1884, and died July 18, 1884. (3) Benjamin Louis, born November 7, 1863, who is engaged in the excursion business in company with S. M. Sloan, under the firm name of Sloan & Cowles. Miss Carrie Alma Fowler, eldest daughter of Dr. and Mrs. Fowler, was married in 1894 to William Palmer, of the firm of Hickman & Palmer, attorneys at law of Buffalo. Mr. and Mrs. Palmer have one child, Joseph Fowler Palmer, born in 1895.

Captain Cowles is a member of the Royal Templars, of the Royal Arcanum, of the Knights of Honor, of the Buffalo Tug Pilots Association, and of Harbor No. 41, American Association of Masters and Pilots of Steam Vessels. Politically he is identified with the Republican party, and knows of but one member of the Cowles family (which is very numerous in all parts of the United States) who is a Democrat. All of the members of this family in this country are descendants of the original John Cowles mentioned above, with the exception of the descendants of three brothers, Thomas, John

and Henry, who came to this country in 1740, and settled in Virginia.

HENRY HESS, chief engineer of the steamer Harlem, of the Western Transportation Company, is of good substantial German extraction, having been born May 2, 1836, in the suburbs of Nachenheim, Hesse-Darmstadt, on the river Rhine, son of Adam and Catherine (Kurts) Hess.

Mr. Hess was educated in the town of his birth, coming to America in 1854. Previously he worked for awhile in the vineyards on the Rhine in the neighborhood of his home. His first work in this country was on the Erie canal, after leaving which he labored in a sawmill at Black Rock until 1855, when he went as fireman on the steamer Sebastopol, a new boat at that time; she plied between Buffalo and Chicago. He was next employed in the same capacity on the steamer Southern Michigan, in 1856-57 was fireman on the propeller Dunkirk, and in 1858 on the Free State. In 1859 he obtained engineer's papers, but remained as fireman on the Free State until July of that year when he became second engineer of the Kentucky, continuing on her until September 2, when he returned to the Free State, also as second engineer. During the season of 1860 he was second on the Pittsburgh, and served as such on the Acme for the seasons of 1861-62; was second engineer of the Potomac during the seasons of 1863-64-65, and of the Empire State for that of 1866. His first experience as chief engineer was upon the old Mohawk, a wooden boat, during the seasons of 1867-68-69, and for the seasons of 1870-71-72-73-74-75 he was chief of the Fountain City, at that time the most prominent passenger boat on the lakes. For the seasons of 1876 to 1884, both inclusive, he was chief of the steamer Commodore, and for those of 1885-86-87 chief of the steamer Albany. From 1888 to 1892, both inclusive, he was chief of the steamer Hudson, and for the next three years of the Mohawk, the new boat of that name. In the spring of 1896 he took the steamer Harlem, and was chief engineer of her until August 9, 1898, when he took the position of chief en-

gineer of the steamer Troy, a new boat of the Western Transportation Company. He brought out the Albany, Mohawk, Hudson and Troy. Mr. Hess is a sturdy man, of good physical proportions, and has had the remarkable experience of having been in the employ of the Western Transportation Company for the unusual period of nearly thirty-eight years, thirty-four of which were consecutive.

In 1860 Mr. Hess was married in Buffalo to Martina Schill, and they have the following named children: Mary, John, Josephine, Henry, Christina and Charles. The son John is now (1898) thirty-two years of age, and was second engineer of the steamer Olympia during the season of 1896; Henry is twenty-eight years old, and is in the employ of Case & Son, copper and tin smiths of Buffalo; Charles was oiler on the steamer Mohawk during the season of 1896.

CAPTAIN JOSEPH DAY was born in Buffalo, August 3, 1839, received his common-school education in the public schools of that city, and his early marine education on the Niagara river. His parents were both natives of France, the father, Peter Day, having been born in Alsace, and the mother, whose maiden name was Ann Barnard, in Lorraine. The father was a fisherman by occupation, and came to this country when he was about sixteen years of age, or in about the year 1825.

After Joseph Day left school he learned the machinist's trade at Pitts Agricultural Works, where he worked three years, and after that was employed in Frank Calligan's Steam Engine Works for about a year. From 1857 he fished more or less for about twenty-five years, and during that period was owner, master or engineer of the following named tugs and steamyachts that plied the waters of Niagara river and Buffalo harbor: Tug William A. Woods, steamyachts Hattie Brown, Eliza Fox, Sarah Day, Blanche Shelby, Mary Anne, Mary Day, George Stauber No. 1, and George Stauber No. 2, and Sprudel. He was master and owner of the latter during the season of 1896, having in tow the barge Fritz, and still owns both barge and yacht. In 1865 Mr. Day

was on the tug Eliza Fox, at Saginaw, towing barges and rafts, and he has had pilot's papers for Buffalo harbor and Niagara river for twenty-one years.

Mr. Day was married January 1, 1860, to Sarah Crossley, whose father, Joseph Crossley, and four of her brothers were all blacksmiths by trade. They have the following named children: Charles J. Day, now (1898) aged twenty-three years, who was engineer of the State tug Queen City during the season of 1896; Joseph Day, Jr., aged thirty-three, chief engineer for W. W. Oliver on Niagara street; John Day, aged twenty-one, employed with his father; and Thomas Day, aged nineteen, employed in Pierce's Bicycle Works.

Mr. Day recalled the Franklin as the first screw tug in existence in Buffalo harbor, she having been brought through the Erie canal by horses in 1845, and that the first screw tug was built by T. P. Burton, in 1846. Mr. Day remembers very well when, back in 1857, Kate, the sixteen-year-old daughter of Jacob Schaefer, a resident of Grand Island, was wheelsman and engineer of the tug Relief, which plied between there and Buffalo. The tug was so constructed that the engine room and wheelhouse were combined about midship, and the girl was thus able to manipulate the wheel and handle the throttle while the father acted as fireman.

CAPTAIN GEORGE R. NAPIER, who has been in Buffalo harbor tugs in various capacities nearly all his life, is the son of Peter and Agnes (Rousia) Napier, the former of whom was a malster by trade, in Buffalo, and died in 1882. The mother died one year later. The Captain was born in Elmira, N. Y., January 26, 1845. His education, however, was obtained in the public schools of Buffalo.

At the early age of fourteen years our subject accepted the berth of cook for three men on the tug J. B. Whip, owned by Capt. James Bampton, his compensation being fifty cents per day, and remained on her two seasons. From that time until the year 1871 he was deckhand and fireman on various tugs in Buffalo harbor, during that

season being made master of the tug R. R. Hefford, owned by Captain Alonzo Cheney, on which he continued four seasons consecutively. Captain Napier has served in some capacity in almost all the tugs in Buffalo harbor, and also in a few in other ports—Cleveland, etc. He served for about fifteen years with Hand and Johnson's line, was on the tugs Ash and Danforth, and for three months during 1896 was with Maytham's line. During part of 1896 was also master of the W. S. Carkin, of the Buffalo Dredging Company. He is a member of the Buffalo Harbor Masters & Pilots Association, and was a charter member of the Tug Pilots Association.

On April 8, 1875, Captain Napier was married, at Buffalo, to Julia Carney, daughter of John Carney, of Buffalo, and they have two children: Clark J., now (1898) aged eighteen; and Cora B., aged sixteen years. The family reside at No. 33 Essex street. Captain Napier has been one of the most successful of the masters in Buffalo harbor, and his success has been due to his own merit.

CAPTAIN THOMAS H. HOWLAND. The lake experience of this veteran sailor extends over a period of fifty-six years, throughout which time he has been actively connected with navigation on the Great Lakes, and has witnessed the wonderful changes that have been wrought during that long period. For ten years he was master of the steamer Scotia, which came out in 1873, and was one of the largest iron boats on the lakes.

Captain Howland comes from a New England ancestry. He was born in Erie county, N. Y., in 1828, the son of Thomas and Fannie (Ovington) Howland, the former a native of Massachusetts and the latter of Rhode Island. Thomas Howland, Sr., was a farmer by occupation, and lived in western New York, where he had become an early settler. Our subject was educated in Erie county, N. Y., and at the early age of thirteen years went to Buffalo and entered lake service as cook on the William Woodbridge. He was cook for five or six years, then sailed the schooner President.



Thos. Mc Carland

He took out master's papers the same year, and in 1849 became mate of the *President*. In 1851 he sailed the *Harvey R. Seymour*, remaining two years. Then for three years he sailed the *Sarah C. Warbridge*, carrying iron for the Lake Shore & Michigan Southern railroad, landing at Monroe, Mich. Captain Howland then sailed the *Owego* out of Dunkirk, also the *Olean*. He also sailed the propeller *New Brunswick*, which was lost in Lake Michigan in 1855. In 1856 he sailed the propeller *Saginaw* from Buffalo. The next year found Captain Howland in command of the brig *Young America*, and in 1858 he was mate of the steamer *Ironside* from Cleveland to Bayfield, Lake Superior. In 1859 he was mate of the *Meteor*, and in 1860 was mate of the *Northwest* in the Lake Superior trade. In 1861 Captain Howland engaged in the lumber trade as master of the schooner *Jessie Phillips* from Manitowoc, Wis. Next he engaged with the *Usor Robinson* lumber firm, and was stationed at Chicago to look after their barges.

The career of Captain Howland on the lakes, however, was not yet ended. In 1871 he went on the steamer *Nebraska*, sailing from Buffalo, and sailed one year. Then in 1873 he took command of the steamer *Scotia*, which had just come out, and for ten years he remained in charge of that handsome and well-built modern boat. Since 1883 Captain Howland has been in the employ of the Lake Anchor line, superintending the loading of the boats.

He settled in Chicago in 1869, and has resided there continuously ever since. He was married in Auburn, N. Y., to Miss Kate Nolan, who is a native of that city. Captain Howland is among the oldest and most highly honored masters of the lakes.

NEWTON W. PENNY, more familiarly known as "Tip" Penny, a nickname given him by an uncle when quite young, was born at Henderson, Lake Ontario, May 6, 1842. His father, James Penny, was an old whaler and sailed out of Portland, Maine, as master of whaling vessels for many years. He was also in the United States man-of-war *Bainville*, and was sup-

posed to have been killed at the battle of Roanoke Island. His father shipped before the mast on a whaling vessel from Portland, and returned as her captain.

The great-grandfather of our subject was a soldier in Washington's army. He died about the time the war of 1812 broke out, and his eldest son, Miles (great-uncle of our subject), migrated from the State of Delaware to the town of Henderson, Jefferson Co., N. Y., at that time known as Salisbury's Mills, which were then situated on Stony creek. He there engaged in business as a country merchant. When the war of 1812 began he enlisted in the same, and helped build the ship *New Orleans*, which stood so many years in Sacket's Harbor.

Amos Penny (grandfather of Newton W. Penny), was a hunter and trapper, and also cleared a farm on Stony creek, on which he lived and died. James Penny, father of our subject, married Elvira White, his cousin, her father and his mother being brother and sister. She was a daughter of James White, who migrated from Delaware about the same time as the Pennys. James White was a carder and started a mill on Stony creek, which still stands there and is used as a gristmill to-day. James White's sister, Sally White, married Captain Pickron, of salt-water fame, who after the war of 1812 started to build lake schooners at Sacket's Harbor. Among the first he built was the schooner *Saltello*, and his wife's sister's children—Foster, Burton, Alburto and James—all took positions on her, the first as mate, Burton before the mast, Alburto as cook, and James as second mate. The Welland canal opened about that time, and two men by the name of Smith and Bishop having started a distillery near Henderson, they loaded the *Saltello* with whisky, bound for Chicago; when they reached the Welland canal, however, Captain Pickron found the schooner too large to enter the locks, and the misfortune drove him insane, he immediately cutting his throat. The Penny boys sent word to their aunt by stage coach asking what they should do with the schooner. Her reply was, "Proceed at once to Chicago with cargo." Neither of them had ever been to Chicago, nor knew the route

there, but Foster Penny took command and set out for Chicago which place they were over a month in reaching. The vessel was 500 tons burden, and there was not water enough in the Chicago harbor to admit the vessel at that time, so they took their cargo ashore one barrel at a time in their yawl boat. They loaded the vessel with grain and landed it at Oswego, it being the first grain unloaded there from Chicago. Captain Pickron was involved in debt, and his creditors seized the vessel, which was sold to Capt. George Westcott, who retained the Penny boys in their former positions. Burton Penny was later master on the Western Transportation Company's boats for twenty-five years, and was in the steamer Idaho for fifteen consecutive years.

Newton W. Penny, the subject of this sketch, had but two winters of schooling, and his education was so meager that when he went into the Civil war, at the age of twenty-one years, he could neither read nor write, and was never able to do either until after his marriage. After the death of his mother, his grandmother took care of him until he was eleven years of age, and from that time until he went to the war he lived on a farm with James Pettengille. He enlisted November 28, 1861, in Company E, Ninety-fourth New York Volunteers, at Sacket's Harbor, served until 1865, and was discharged and mustered out at St. Louis. Returning to Henderson, he was married, January 7, 1866, to Sarah E. Howard, and they have two children—Josie S. and Edna M. In the spring after their marriage they went to live on a farm for a couple of years. In the spring of 1869 Mr. Penny began life on the lakes as fireman on the propeller Arabia with James Graham as chief engineer, and remained in that berth seven years. He was oiler on the Vanderbilt for the season of 1877, and in 1878 he obtained chief's papers for one hundred tons to run the engine of the barge Petronell, owned at Henderson, remaining on her until November of that season, when she went ashore at Amherst island, near Kingston, Lake Ontario.

From that time Mr. Penny was fireman, oiler, and second engineer, respectively, on

various steamers until the spring of 1886, when he was made chief of the Waverly, and was on her all of that season. In 1887 he fitted on the Russia, and was four months in the Northerner as second. In 1888 he was fireman for the American Express Company at Chicago, part of the year, and in 1889 was second engineer of the Jewett, of the Union line, until July 4, when he was transferred to the Foley, which later burned off Charlotte. For the balance of that season he was in the City of Fremont, Mark Hopkins and Schoolcraft respectively. In 1890 he was in the Boston and City of Glasgow, and finished the season as chief of the Columbia, an excursion boat out of Buffalo. In 1891 he was chief of the Island Belle, and was second on the Lackawanna one season thereafter. He next worked a year in the Potter building as engineer, and in 1894 he was employed part of the time in Dempsey's machine shop, fitting out the yacht Morgan; he also acted as second engineer of the Robert Mills part of the season, and then took the position of second engineer on the Arctic, which sunk off the harbor of refuge known as Sand Beach, Lake Huron, after he had been aboard of her fifteen days. He finished that season as oiler on the Saranac. In January, 1895, Mr. Penny became chief engineer of the R. G. Dunn building, but was compelled to resign his position because of ill health. On October 15, 1896, he accepted the position of night watchman of the White building, where he is now employed. Mr. Penny has been a member of the Modern Woodmen of America for a year and a half, and has been a member of Richardson Post No. 254, G. A. R., four years.

LOUIS PFOHL & SON carry on a large business in the purchasing of salvage, especially flour and lumber. In this operation they have handled more than 20,000 barrels of flour in a single season, and millions of feet of lumber. A sketch of their transactions will give a glimpse of not a few of the worst wrecks on the lakes during the past ten years.

The firm was founded in 1888, the father having previously been connected with

John Kennedy and others in the wet grain trade. It appears to have been in 1890 that the notable salvages began, though there was business enough before that. In April of that year the steamer *Chenango* burned and went down in Lake Erie off Erie, Penn., and next month the firm pumped out her cargo of wheat. She was afterward raised and named the *Lizzie Madden*. In the fall the steamer *Passaic* foundered off Dunkirk, and the firm bought the lumber lost off her and her consorts, the *Elma*, *Hattie* and *Superior*, securing in all about 500,000 feet of lumber. During the same fall they bought and saved the deck load of the barge *Tailor*, which was lost off Barcelona, Lake Erie. In the fall of 1892 the steamer *Newburg* was lost on the Canadian shore of Lake Erie, nine miles west of Long Point light, going ashore on Long Point, and the firm bought both boat and cargo, which consisted of flour and pig iron. It was late in the season, and the last of the cargo was not taken out until December. The lighter used was the little Canadian steamer barge *A. H. Jennie*. The amount of persistence and calculation necessary to gather and manage a force of men on a lone shore, with no shelter and no road, can hardly be understood by anyone who is not in the business. In the great storm of October, 1893, the steamer *Dean Richmond* went down off Dunkirk with all her crew, but her cargo of flour came ashore. The same year the *Codorus* sank in a collision at Duluth, and they also purchased her 8,000 barrels of flour; next year the cargo of ties and telegraph poles lost by the steamer *Seattle* in going ashore at Rondeau; there was flour from the steamer *W. H. Stevens*; remains of the cargo of the *Northern Wave*, which went ashore off Sand Beach; flour from the cargo of the *China*, jettisoned on Pancake shoal, opposite Whitefish point; from the *Milwaukee*, jettisoned on Point Betsey, Lake Michigan, and the coal cargo of the *F. W. Wheeler*, which was lost near Chicago. The season of 1895 was a disastrous one. The firm took flour thrown off the steamer *I. W. Nicholas* off Caribou island, and when the *J. B. Ketcham* and consort *Montgomery* scattered forty-five cars of lumber

along the Canadian shore of Lake Huron, opposite Blackwell, that was also saved. These are a few of the salvage operations successfully carried on by the firm. Sometimes a bargain is made with the underwriters for a lost cargo, and it disappears before an expedition can reach it, sometimes the task is to collect barrels of flour floating about on the lake. There is adventure and usually any amount of hardship in the business. In 1896 there were no great losses on the lakes, the list of disasters being made up principally from the rakings the steel boats sustained in the shallow inter-lake passages, so that the firm did less business than usual. The beach patrolling and expeditions by water in search of lost cargo are now mainly superintended personally by George W. Pfohl, the junior member, whose energy and general business capacity makes him a valued assistant to his father.

Louis Pfohl was born in Syracuse, N. Y., March 10, 1833, and at the age of five came with his parents to Buffalo, where he has since lived. He first engaged in the flour and feed business, and then entered the grocery trade, buying wet grain at the same time, and he subsequently gave up the grocery for the grain trade. Mr. Pfohl wedded Marie J. Bucher, of Syracuse, whose parents came to America from Paris on the same vessel that brought LaFayette. George W. Pfohl was born in Buffalo February 22, 1868, and is a graduate of the commercial department of Canisius College. At the age of fifteen he went into the grain trade on Change on his own account, joining his father in the present firm five years later.

CAPTAIN THOMAS WILLIAMS has seen more and more varied service than almost any man he meets. He has been keeper of the Buffalo Life-Saving Station since 1880, and rose to that position after a long apprenticeship afloat.

Born in Philadelphia, March 17, 1844, he is a son of John and Clara (Winifred) Williams, natives of the North of Ireland. The family came to New York, later moving to Philadelphia, where they lived. Our

subject went to sea at the age of twelve, and before he was a year older was at Calcutta in the Sepoy war, on his way to the siege of Delhi. He was eleven months in the British service, and ended it with a "close call" from jungle fever. He had gone out from Boston in the ship *Masonic*, and came back to New York in the *Whirlwind* from Calcutta. In 1858, when only fourteen, he enlisted in the United States navy, and was for some time stationed off Aspinwall, Greytown and Vera Cruz. The war of the Rebellion found him fully prepared to enter it, and he went through the whole struggle, being under Farragut in Mobile bay (in which squadrons were Admirals Dewey and Porter) as a member of the crew of the frigate *Potomac* under Captain Gibson. He was in the sloop-of-war *St. Louis*, one of the first vessels in the blockade, and was in the United States navy something over six years. He came north on the same steamer, the *Fort Morgan*, that brought the captured Admiral Buchanan to New York.

Soon after his discharge from the navy he located in Buffalo, and sailed on the lakes during the seasons of 1867-68, sailing before the mast, also as second mate and mate, respectively, of the schooner *Hippogriffe* under Captain Nobles.

It was about 1872, on the establishment of the Buffalo Life Saving Station, that Captain Williams became a surfman in the crew. He was placed under Capt. James M. Carroll, who was made the keeper, and on the latter's retirement, in 1880, was appointed his successor, retaining that position ever since. This long service in a position so trying shows the good stuff the Captain is made of, and he will no doubt hold the place as long as he is physically capable of performing the duties required. No one outside of the life-saving service has or can have much idea of the hardships connected with it, and the drudging labor it also involves. Captain Williams has seen his share of peril in the service, though Buffalo is not a specially stormy port. He has been to practically every wreck that could be reached from the station, and he has done an amount of watchful patrol duty that can-

not be computed. These are days when the careless landsman is given to going out in a small boat and getting capsized in a squall. The lookout up aloft at the station is obliged to keep a sharp watch for such small disasters, both day and night in warm weather. More than sixty such accidents in which the crew at the station has saved life are recorded, and as many bodies of the drowned have been recovered. In addition to this, something like seventy people have been taken from the water in the inner harbor, after falling off the dock in the night on account of the darkness or from some other reason. The Captain came near drowning while on the way to the stranded steamer *Avon*, which went on the beach at the foot of Michigan street about 1887. The life-saving crew went to the steamer in tow of the tug *Ash*, Capt. Thomas Doyle, but the tug got a line in her wheel and came near foundering. On the way a big wave struck the lifeboat and washed Captain Williams overboard, but he was able to cling to the after part of the boat before she got out of reach. The weather was cold, and only a practical seaman could have saved himself.

Among the rescues of crews made by the Captain and his crew was that of the schooner *Dan Doane*, which went to pieces on the Erie basin breakwater in the fall of 1882. They also took the crew off the schooner *Groton*, with the breeches-buoy after firing the line on board from the shore. The *Groton* went ashore in the South bay, but was released after wintering there. Many are the stranded vessels that the life-savers have assisted, heavily-loaded excursion boats being among others. The station has now two English lifeboats, a regulation Dobbins boat and a lighter surf boat. The Captain lives comfortably at the cozy station, where he has a wife and two daughters, Clara Winifred and Martha Gertrude.

ROBERT A. NOONE holds the responsible position of chief engineer of the Kellogg Elevator and Linseed Oil Works, at Buffalo, N. Y., which is the largest linseed oil mills in the world. He was born in Paterson, N. J., February 26, 1864, the elder of the

two sons of Alexander and Mary (Kissock) Noone, the former of whom was a native of Ireland, the latter of Scotland. The father was a boilermaker by trade, and made several trips on the lakes in the engineering department, in his earlier days.

When our subject was two years and six months old his parents came to Buffalo, where he attended Public School No. 4, and began the first practical work of his life in Farrar & Trefts Boiler Works. Here he remained about five years, during which he served an apprenticeship, and then going to Erie, Penn., entered the employ of the Erie City Iron Works. After a year's employment there, he spent seven months with the Birdsall Manufacturing Company, at Auburn, N. Y., and several months in the Lake Erie Boiler Works of Buffalo, N. Y. In 1884 he started steamboating as oiler on the Juniata, putting in that season on her, and the following one on the Lycoming. In 1887 he was appointed second engineer of the Susquehanna, which berth he retained three seasons, and in 1890 fitted out the Anna Young, of the Anchor line, and then shipped as chief engineer on her, which craft burned to the water's edge off Lexington, on Lake Huron, October 22, that season, nine of her crew, who took to the boats, losing their lives, and the balance, including Mr. Noone, being picked up by the Edward Smith, Captain Mitchell, who cut her tow loose and spared no effort to save the Young's crew, bringing them to Port Huron. The Anchor line presented Captain Mitchell with a handsome gold watch and chain, in recognition of his bravery on this occasion. Mr. Noone went direct to Buffalo after the disaster, and the following season was appointed chief engineer of the Wissahickon, which berth he held three seasons, at the close of 1894 retiring from the lakes to accept the position of chief engineer of the Temple Electric Company at Montreal, Canada. He resigned this after two years to accept his present situation with the Kellogg Elevator and Linseed Oil Works, in June, 1896, as mentioned above. Mr. Noone has eleven issues of chief's license, and it will be noted that all of his steamboating has been with the Anchor line.

He is a member of Local Harbor No. 1, of Buffalo, M. E. B. A.; of Elgin Lodge No. 7, F. & A. M., Montreal; and of Erie No. 327, K. of P., of Erie, Pennsylvania.

In April, 1888, Mr. Noone was married to Miss Lizzie Summers, of Buffalo, N. Y., and they have one daughter, Jessie, aged seven years. They reside at No. 498 Swan street, Buffalo, N. Y. Mr. Noone has had a good English education, has been a general reader, and is a well informed man. When in Montreal he took a six-months' course of lectures in McGill College in applied sciences, and his attention was drawn especially to the engineering part. He is now taking a mechanical electrical course of lectures in the Scranton School of Correspondence.

THOMAS W. SHERIFFS, the secretary, treasurer and general manager of the Sheriffs Manufacturing Company, of Milwaukee, Wis., is the eldest son of James Sheriffs, the founder of this establishment, which is known as the oldest foundry and machine shop in Milwaukee, and which has been conducted practically under the same management ever since it was established, in the year 1854, being one of the oldest on the Great Lakes.

James Sheriffs was one of the pioneer manufacturers of Milwaukee, where he spent the most active years of his life, having arrived in the then comparatively unimportant city when a young man, to become, in a few years, prominent in the iron manufacturing industry. He was a native of Scotland, born September 22, 1822, in Banff, the chief town of Banffshire, where he was reared and educated. Naturally ambitious and independent of spirit, he early had a desire to take up mechanical pursuits, and as a consequence his schooling was somewhat limited, for he was only a boy when he commenced his apprenticeship to the iron-maker's trade in the Banff foundry, where he served four years, learning molding in all its branches. His apprenticeship completed, he followed the custom of the times and traveled through England, Ireland, Scotland, France and Belgium, working in some of the leading shops of those countries as a

journeyman molder. After working for a time in Belgium he returned to London, whence, in 1847, he set out for America, inspired by the glowing accounts of the opportunities for success which awaited young men of enterprise and energy in the United States. He landed in New York City in April, and for some time traveled quite extensively, visiting Detroit, Chicago and St. Louis before coming to Milwaukee, where he found employment in the old Menominee shops of Lee & Walton, located on Reed street, where for many years afterward the old Union Depot stood. While with this firm he held the position of foreman, and it was under his supervision that the castings for the first locomotive constructed in the West were made. This was what was known as an inside connected engine, and was built for and used by the Milwaukee & Mississippi Railroad Company.

In June, 1854, not long after settling in Milwaukee, Mr. Sheriffs opened the machine shop and foundry known as the Vulcan Iron Works, which still stands at the corner of South Water and Barclay streets, and is now the property of the Sheriffs Manufacturing Company, the entire plant having been sold to that corporation after his decease, which occurred July 18, 1887. He operated the business as sole proprietor, at first doing jobbing and general foundry work, making kettles for boiling feed, building castings, etc., but after a few years he turned his attention to the manufacture of saw-mill machinery, and finally to the marine trade, of which they now make a specialty. Marine machinery of all kinds was turned out, and in 1876 he constructed the Sheriffs propeller wheel for steam vessels of every class, which has now become widely known, being used very extensively on the lakes, in New Orleans and on the Pacific coast; they make shipments to almost every part of the world. Vessels equipped with this wheel are conceded to be superior to all others for speed and other desirable attainments, and their popularity has been acquired by the universal success which has attended their use.

When Mr. Sheriffs commenced life on his own account he felt that his character and

abilities, if he had any, would now make themselves manifest, and if he was to make his way in the world it would have to be by his own exertions. Perseverance and strong will power were among his marked characteristics, for although he had a successful business career of thirty-three years, all was not smooth sailing, and three times he suffered the complete loss of his shop and tools; with never-failing energy he set to work each time, however, and re-established himself, losing no time in getting his works in operation after each disaster. Mr. Sheriffs possessed great firmness and decision of character. He was careful and deliberate in all his judgments, but at the same time had advanced and progressive ideas, and was thoroughly wide-awake in all his affairs, sincere in every act, and one who gained and retained the confidence of all with whom he came in contact. Generous and public spirited, he contributed liberally of his time, influence and means to whatever was conducive to the welfare of his adopted city and the good of his fellow-men. He was an able and forcible public speaker, and was for many years prominently identified with the Republican party; but he was not a politician, and though tendered office several times invariably declined. He served on several occasions as chairman of the Republican central committee. Socially he was well known in the Odd Fellows fraternity, being a member of the Cream City Lodge No. 139, and he was also an honorary member and one of the founders of the Hanover Street Congregational Church, established in the 'fifties, and his wife is also one of the original members of that society.

On December 6, 1849, Mr. Sheriffs was married, at Jericho, Waukesha Co., Wis., to Miss Christina Duncan, and their union was blessed with six children—four sons and two daughters, viz.: Thomas W., whose name introduces this sketch; John Henry, who is in the employ of the Hoffman Billings Manufacturing Co.; Jeanette Elizabeth (now Mrs. Fred E. Carlton); Mary Agnes (now Mrs. John T. Llewellyn); James Alexander; and George Duncan, who is secretary of the Western Malleable Iron Foundry

Company, of Milwaukee, Wis. The sons are all married.

Thomas W. Sheriffs was born March 26, 1852, in the Fifth ward, Milwaukee, and until April, 1866, attended the public schools of his ward. During the term of 1866-67 he was a pupil in Markham's Academy, Milwaukee, and in 1868 he attended the high school for three months, which completed his school education. He has been connected with the business since April, 1866, when he went to work for his father as office boy, and continued to do odd jobs in and around the place during his vacations until he left school, making collections, acting as bookkeeper, etc. In 1868 he commenced an apprenticeship to the machinist's trade, and continued to follow it until his father's death; in 1879 he became foreman of the shop, in which he acquired a one-third interest when the property was divided. He managed the works until they were incorporated into the company known as the Sheriffs Manufacturing Company, located on the original site of the foundry, when he was made secretary and treasurer, as well as general manager of the concern. This establishment has enjoyed more than an average degree of success under his management, and the capacity of the plant has been greatly increased, employment being given to about thirty-five men, and the yearly output amounts to about \$135,000 worth of manufactured product. Their particular specialty is the Sheriffs propeller wheel, but they continue to manufacture marine machinery extensively, and have furnished a large number of steamers, barges and tugs with their engines, steam steerers and other devices. The property has a frontage of 235 feet on Barclay street, and 120 feet on South Water street.

In August, 1874, Mr. Sheriffs was united in marriage to Miss Kate Storm Nelson, who is the daughter of Joseph Nelson, one of the early settlers of Racine county, and who now lives at No. 807 Scott street, Milwaukee. They have three daughters: Flora May, Grace and Cornelia Mandaville. Mr. Sheriffs is not a church member, but he considers the Hanover Street Congregational

Church as his abiding place, his father and mother, as above stated, having been among its founders. Politically, Mr. Sheriffs follows in the footsteps of his father, and is a loyal member of the Republican party, with which he has been closely identified for the past twelve years, having attended most of their conventions in the capacity of delegate, and he is at present chairman of the ward committee, and as such a member of the county committee. Socially he is a member of the Calumet Club since 1889, and since 1897 has held membership with the Iroquois Club.

CAPTAIN JAMES M. TODD, captain of the steamer *Saranac*, was born in Buffalo, N. Y., October 29, 1857, and in boyhood attended the public schools of that city. He began his career as a mariner at the age of eleven years, as a cabin boy on the bark *D. P. Dobbins*, of which his father, Robert Todd, was master. He served on board boats and on various tugs in minor positions, and as cook on a Canadian scow on Lake Erie, until 1873, and in 1874 he sailed before the mast on the barkentine *John M. Hutchinson*, of which he became second mate in 1875. In 1876 he shipped in that capacity on the schooner *David E. Bailey*, sailing between Buffalo, Chicago and intermediate ports, and the following winter he shipped on the bark *Elliott Ritchie*, of the ocean service; sailing from New Orleans to Genoa, Italy.

After five months' service on that vessel he returned to Chicago, where he shipped as second mate on the bark *Vanderbilt* and on several other vessels, and in 1879 sailed as first mate of the schooner *Annie Sherwood*, remaining on that boat the following season. In 1882 he became second mate on the passenger steamer *Japan*, of the Lake Superior line, afterward the *Anchor* line, making five trips between Buffalo and Duluth in that position, then becoming first mate of the vessel. He held that berth until July, 1882, when he had an attack of rheumatism, which incapacitated him for work until October of that year, when he shipped as second mate of the *R. A. Packer*, of the Lehigh Valley line. In 1884 he be-

came first mate of the steamer Tacoma, of the same line, and remained in that position until August 11, 1886, when he was promoted to that of master and given command of the steamer R. A. Packer. One year later he sailed the steamer Fred Mercur, of the same line, as master, and in 1888 was placed in command of the steamer Tacoma. The next spring he brought out the steamer Cayuga, and in 1890 became master of the steamer Saranac, of which he has ever since been the commander. In all his wide experience he has never met with an accident.

Captain Todd was married December 28, 1887, to Miss May Todd, of Buffalo, and has four children—two sons and two daughters—Elmer R., Margaret, Howard James and Mary Jean. The family resides at No. 416 Breckenridge street, Buffalo, N. Y. Socially, the Captain is a member of the Masonic fraternity.

HENRY HIGGINS, pilot of the fire-boat J. M. Hutchinson, was born at Buffalo, December 18, 1859. His father, John Higgins, was a native of Ireland, whence he came to Buffalo, N. Y. The mother's maiden name was Margaret Chambers.

Mr. Higgins, our subject, was educated in the public schools of his native city, and his first employment on the water was as a ferry boy on Buffalo creek, at which he commenced to work at the early age of nine years. He was next linesman on the tug J. D. Dudley, and in 1881 became engineer of the tug Idaho, for the seven succeeding years serving as engineer of various harbor tugs in Buffalo harbor. His next service was as master of the tug C. T. Dennis, in about 1883, and he continued as master of different tugs until July 8, 1893, when he was appointed to the position of pilot of the fire-boat J. M. Hutchinson. Mr. Higgins was master of tugs in Buffalo harbor some thirteen years. In addition to those above mentioned he was on the tug Lone Star two years, tug Queen City five years, also in the White Star line one year on different tugs, and he has never been off the creek since he came on it as a ferry boy.

In 1889 Mr. Higgins was married at Buffalo to Miss Ellen Moore, daughter of Michael Moore, of Rochester. They have no children. He has been a member of the Catholic Mutual Benefit Association six years, the Firemen's Beneficial Association three and a half years, the Buffalo Masters & Pilots Association five years, and the National Masters & Pilots Association since April, 1896.

ROBERT A. ROBINSON, engineer of the fire-boat J. M. Hutchinson, was born at Buffalo, August 19, 1859, and was educated at the Brothers school in Buffalo. His parents are William J. and Katherine (Pendegrass) Robinson, the former of whom was a native of Genesee, N. Y., and the latter of Tipperary, Ireland.

Mr. Robinson began life on Buffalo creek as engineer of the yacht Kate Sutton, an excursion boat, in 1877, and from that year until 1891 he was wheelsman, engineer and master of the following tugs in Buffalo harbor: Stella, Dave Sutton, Newsboy, Arrow, Allington, Huntress, George M. Donaldson, John Howell, Ella B., Leo Lennox, Armstrong, Oneida, Annie M. Sloan and Lone Star. During this time, in the first part of the year 1881, he also ran a stationary engine for Saxton & Amethon at Buffalo, and in 1888 he was master of the tug Charles Henry, owned by Patrick Smith, of Cleveland, part of that season. Mr. Robinson was for two seasons, in about 1881 and '82, in steam canal-boats on the Erie canal. On February 25, 1891, he was appointed engineer of the fire-boat City of Buffalo, now the George R. Potter, where he worked three years, and on July 22, 1894, he was transferred to the J. M. Hutchinson, where he is now employed.

Mr. Robinson has been a member of the I. O. O. F. for five years, and has also been a member of the Firemens Beneficial Association since September 24, 1891. He is a single man.

CAPTAIN PATRICK LINN was born in Buffalo January 4, 1849, a son of Capt. Charles and Margaret Linn, the former of whom will be remembered by some of the

older lake sailors, he having been one of the old lake captains, dying in the year 1881; he was one of the best known captains on the lakes in his day.

Our subject passed his school days studying the common branches in the schools of his native city. While sculling a ferry boat back and forth on Buffalo creek, he laid the foundation for the career which he has followed up to the present time. The first vessel he shipped on was the bark *Great West* No. 1, in 1859. After the bark was laid up in the fall he dropped back to his first occupation on the ferry boat. The following seasons he shipped on the schooner *B. F. Wade*, and followed this by some experience in the *Arcturus*, *Invincible*, *Lookout*, schooner *Cascade*, *Hans Crocker* and *May Collins*; he was mate of the schooner *Minnehaha* one season, at the wheel on the propeller *F. W. Backus*, and was also second mate of the propeller *Iowa*. He then turned his attention to the tugging business, being appointed master of the tug *Last Witness*, owned by John Brown, of Canada, who had a contract to dredge out Saginaw river and shoal spots in Saginaw bay. Returning to Buffalo he entered the employ of Mr. Dunbar on harbor tugs out of that port, sailing during this engagement the tugs *A. L. Griffin*, *Alida*, *Dart*, *Day Spring*, *Daniel Boone* and *Tiger*. After severing his connection with this line he shipped as wheelman on the propeller *Winslow*, holding that berth one season, and next entered the employ of the *Tonawanda Tug* line, remaining with same about five years. During this time he sailed the tugs *Ada*, *J. W. Cramer* and *F. L. Danforth*, taking the latter boat up to Duluth, she being the first steam-propelled vessel entering from St. Louis bay past the present piers into the port of Duluth, the channel not being yet cut into Lake Superior.

The Captain then returned to Buffalo and entered the employ of the *Hand & Johnson Tug* line, with which company he still remains, now holding the position of senior master of the line, having been in this line since 1879, the year it was established. He has had the honor of bringing out all of their new tugs since the *J. B. Griffin* (of

which he was master) was launched. The list includes the *J. B. Griffin*, *John Johnson*, *Buffalo*, *James Byers*, *R. H. Hibbard*, *Cascade* No. 1, and *Cascade* No. 2, of which he is now master. During his life on the water Captain Linn has saved at least twenty persons from drowning. His first rescue was during his early boyhood, when he was ferry boy, two women being saved through his efforts. Another time, in the night, a man walked off the dock into the creek, and the Captain saved him, and after working with him a long time succeeded in reviving him. The man walked away without even saying "thank you," and Captain Linn has never seen him since. He has also saved a great deal of property that has been wrecked, being more than ordinarily successful in that line. He is a member of the American Association of Masters & Pilots of Buffalo.

In 1873 Captain Linn was married to Miss Ellen Farrell, and they have had five sons and three daughters: Mary Ellen, Mathew T., Alonzo, Johnnie, Etta, Jennie, William and James. Of the sons, Mathew T. and Alonzo, follow the lakes, the former as engineer and the latter as mate.

CAPTAIN THOMAS JUDGE was born in Cleveland, Ohio, September 2, 1852, and acquired his education in the public schools of his native city. In 1874, at the age of twenty-two years, he shipped on the *Galena*, remaining on her one season as seaman, and the following year served on the *W. R. Clinton*. In 1876 he shipped on the steamer *Keweenaw*, on which he remained four seasons. In the spring of 1880 he was made second mate of the steamer *Pacific*, holding that berth over two seasons; in 1882 he transferred to the steamer *Arctic*, and in 1883 he was second mate of the *Japan*. In 1884-85 he sailed as second mate of the *Badger State*, and in 1886 of the *Empire State*, finishing the season as mate. In 1887-88 he was mate on the steamer *Nyack*, and in 1889 he became captain of the *Avon*. In 1890 Captain Judge was appointed to the office of master of the steamer *Nyack*, which he sailed for two seasons. In 1892 he sailed the steamyacht *Whisper*, owned by the

Birge Brothers, of Buffalo, and the following season shipped on the Thomas Wilson, but finished the season on the monitor barge No. 117. In 1894 he went as mate of the steamer Owego; in 1895 as mate of the E. C. Pope, and in 1896-97-98 as mate of the steamer Northern Queen, laying up with his boat at the close of navigation in Buffalo creek. He has seventeen issues of license.

Captain Judge was married in 1891 to Miss Mary E. Todd, of Buffalo, and they have two children, Josephine and Walter. The family residence is at No. 256 Cedar street, Buffalo, N. Y. Captain Judge is a member of the C. M. B. A. of Buffalo.

JOHN CAUL, the chief engineer of the steamer New York, of the Union line, for the seasons of 1896-97-98, is a native of County Wexford, Ireland, and is a son of Andrew and Katherine (Mullen) Caul, both of whom are now deceased, the latter having died when the subject of this sketch was six years of age. The former was a game-keeper in his country. He was the father of nine children, the two now living besides our subject being Lawrence, a machinist of Chicago, and Kate, wife of Michael Finn, an owner of Erie canal boats.

John Caul was born March 17, 1855, attended school in his native country, and upon emigrating to America, in about the year 1870, located in Dutchess county, N. Y., where he worked in mines some four years. His next employment was in the capacity of fireman on the Grand Trunk railway between Buffalo and Sarnia for about two years, at the end of which period he entered the lake service at Buffalo. He began first by firing a season on the steamer Atlantic, his next service being upon the Dean Richmond for five consecutive seasons, the first three as oiler and the last two as second engineer. For the seasons of 1881-82-83-84 he was second of the New York, and he then passed a period of four years in Chicago, running a stationary engine for the C. W. Allen Tobacco Manufactory on the corner of Monroe and Canal streets. Mr. Caul now returned to the lake service. For the seasons of 1889-90 he was second engineer of the New York again, for those of

1891-92 of the H. J. Jewett, 1893-94-95 of the Tioga, and as above stated became chief engineer of the New York in 1896, his faithful service being appreciated to such an extent that he was continued in the same berth for the seasons of 1897-98. Mr. Caul is a member of the Marine Engineers Beneficial Association. Mr. Caul has been most successful in his work by continuing in one employ as much as possible.

In 1884 Mr. Caul was married at Buffalo to Miss Annie McGrath, by whom he has one son, Stafford John. They reside at No. 69 Barton street, Buffalo, New York.

THOMAS O'HARA was born in the West of Ireland June 12, 1853, and is one of a family of six children, all of whom are living. Mathew O'Hara, his father, was a farmer; his mother's name was Margaret Brennan, and they both died in Ireland many years ago.

The subject of this sketch attended school in his native country, and emigrated to America in the year 1870, locating at Waterbury, Conn., where he worked a couple of years with an uncle who was a gravel roofer. His next employment was at Cleveland, Ohio, first in the Collins Rolling Mill, and then with the City Forge, where he worked two years. In 1874 he first entered the lake service by shipping out of Cleveland before the mast on the Oliver Culver, under Capt. James Davidson, who in 1897 was one of the officers of a Buffalo court. He then went in the same capacity in the schooner D. K. Clint with Captain Pringle, of Marine City, Mich. From that service until 1889 he was in various sailing vessels, and for the five consecutive seasons preceding 1889 he was second mate with Capt. George Blair, of Oswego, in the schooner Schuykill, of the Anchor line. In 1889 he entered the steamboat service as wheelsman of the Annie Young, under Capt. Albert Huff, but closed the season in the Alaska under Captain Doherty. The following season he obtained the requisite papers, and occupied second mate's berth in the Commodore with Capt. D. R. Garner. In 1891 until September, he was in the same capacity on the Arabia, under Capt.

Patrick Shay, when he transferred to the Milwaukee under Captain Carlisle, and closed the season on her. In the early part of the season of 1892 he was second mate of the Robert A. Packer, then of the William H. Wolf, but closed the season in the Chemung. He began the season of 1893 with a couple of trips as second mate, under Capt. Eli M. Smith, of the Northern Queen, then went in the Sitka, of Cleveland, under Captain Bessing, finishing the season in the Chemung, under Capt. Walter Robinson. For the year 1894 he was in the Lackawanna, Capt. Frank Weinheimer, and in 1895 was in the Russia with Capt. John Green for two months, finishing the season identically with that of 1893. For the season of 1896 he was in the Grand Traverse and H. J. Jewett, respectively, the latter of which was laid up at Chicago. During the first part of the season of 1897 he was on the H. J. Jewett, under Captain Trowley, finishing that season on the New York, under Capt. J. Durgan. For season of 1898 he had the position of second mate of the John C. Gault, under Captain Lewis.

Mr. O'Hara has had but one serious experience during his sailing career, and that was in November, 1878, in the schooner Cecelia Jeffries, commanded by Capt. John Malloy. She sprang a leak in a gale off Long Point, Lake Erie, and went down a total loss, her cargo being coal. All the crew were rescued by taking to the boats. Mr. O'Hara is a single man and resides at No. 48 Seneca street, Buffalo. He is a member of Local Harbor No. 41, of the American Association of Masters and Pilots.

JOHN B. SOUTER, who is of Canadian-French extraction, was born at Buffalo, November 27, 1847. His father, from whom he was named, was an engineer by trade, and died many years ago.

The subject of this sketch has always had a sort of a natural inclination for mechanics, and has substantially been an engineer all his life. He had no schooling whatever, and he has had to battle against poverty and ill-fortune from the time he was very young. He learned his trade by taking advantage of opportunities to observe

and study machinery while on short trips with friends who were engineers on sailing crafts on the lakes, before he was old enough to commence the work of his practical life. He began as fireman on the Franklin, a small harbor tug, upon which he worked a couple of months, and then became an engineer, engaging in that capacity continuously on Buffalo harbor tugs for a period of thirty-six years, and he is now the third oldest tug man about Buffalo harbor, David Hazen being the oldest and Eli Schriver next. In 1883 he was made master and pilot, and since that time has alternated as master and engineer of various tugs and excursion boats in the harbor and on Niagara river. In 1885 he bought an interest in the tug Oneida, but sold it at the end of that season, the following season purchasing the tug J. F. Behn, of which he has been master and owner continuously until the present time, until 1897 when she was abandoned, and in 1897 he built the Queen. Mr. Souter has been master, engineer and owner of tugs and excursion boats in and about Buffalo harbor for about thirty-six years, as above related. In addition to his many misfortunes resulting more from his unfavorable environment in his early life than from any lack of energy and pluck, for he has plenty of both, he lost his left arm about thirty years ago, while engineer of the tug Daniel Boone, later known as the Post Boy, and owned by Eli Schriver. The sleeve of his flannel shirt was caught in and suddenly drawn with his arm into the machinery, both being cut off about half-way between the shoulder and elbow. This accident has been the means of preventing him from filling important positions in the line of his trade as engineer, though he could always obtain a position on a harbor tug. When Robert Learmonth, chief engineer of the Anchor line, was local inspector of engineers in 1882, he withheld Mr. Souter's engineer's papers for thirty days, holding that Mr. Souter was not competent because of the loss of his arm; but the latter finally gained his point and resumed his former occupation. He became a member of the I. O. O. F. about 1892, of the K. of P. in the same year, and was a charter

member of the Buffalo Harbor Tug Pilots Association, of which he was also the first treasurer.

Mr. Souter was married at Buffalo, in 1871, to Miss Kittie Columbus, a daughter of Alexis Columbus, now 108 years of age, of whom mention is made elsewhere. They have three children, viz.: Eli R., a marine engineer by trade, born in 1871; Clara, born in 1873, wife of Albert Rebadow, employed as a store-keeper for the firm of Dwyer & Huntington, stone dealers near Rockwood, Penn.; and Robert Fulton, born in December, 1890. This young gentleman was the hero of a liberty pole and flag raising event which took place under the auspices of his father on the 4th of July, 1894, on the Terrance in Buffalo. The old pole owned by the city had been struck by lightning, and Mr. Souter, at his own expense, raised another in its place; his son Robert raised a United States flag upon it that the father had made in New York City for that sole purpose. The young man has lately been made the owner of an admiral's uniform in miniature, which well becomes him, and he is recognized by the Grand Army all over the country. Mr. Souter had two uncles who served their time on the lakes as fireman and deck hands, and would undoubtedly have made their way up in their chosen occupation had they not enlisted in the Civil war, in which they lost their lives. As an evidence of his patriotism it may be mentioned that Mr. Souter sent bales upon bales of lint to the army at his own expense for the use of the wounded. It was in 1862 or '63 that he lost his arm, and had it not been for this he would have been in the service. He is one of the self-made men of the harbor men of Buffalo.

WILLIAM A. BLACK is one of the family of five children—four sons and one daughter—of John and Mary J. (Carlisle) Black, both of whom were born in the North of Ireland, the former in County Antrim.

John Black, the father, who was a farmer by occupation, died in April, 1897. He emigrated to Canada in 1837, and eventually located near St. Catharines Ontario, where he still resides. The

mother passed from earth about the year 1877. One of their sons, Robert J. Black, has been an engineer on the lakes for about twenty-four years, and is now a partner in a machine shop at St. Catharines. Another son, Edgar E., is a carpenter by trade, and is located at St. Clair, Mich. The other son died in 1894, and the daughter died in 1887.

William A. Black, the subject of this sketch, was born at St. Catharines, Ontario, November 24, 1856. After attending school at his native place, he was apprenticed in the machine shop of C. M. Able, in St. Catharines, where he remained about four years. He was next employed at the Pond machine shop, at Lockport, N. Y., and then went to Buffalo and worked, respectively, in the Eagle Iron Works, Bell's Machine Shop, the Buffalo Grape Sugar Works, Howard Iron Works (two years and a half), and the George L. Squire Manufacturing Co. (three years). In 1884, in the month of September, Mr. Black shipped as oiler on the steamer Clarion, on which he remained until the end of the season. The next three seasons he was second engineer of the same steamer with the exception of the last two trips, in the fall of 1887 becoming second engineer of the Winslow. In the spring of 1888 he was made chief engineer of the steamer Conemaugh, of the Anchor line, and has remained in her in that position steadily ever since. During his experience on the lakes Mr. Black has been in but one accident of consequence. In the month of October, 1891, while the Conemaugh was coming down the Detroit river laden with flour and package on the way to Buffalo, and when abreast of Smith's coal dock, she was run into by the steamer New York and sunk near the Canadian shore, but remained sufficiently out of the water to permit the crew to remain on her until she was raised, none of them even getting wet. As usual a lawsuit resulted. Mr. Black has been a member of the Marine Engineers Beneficial Association eleven years, and a Mason since 1882, being a member of Buffalo Chapter No. 71, Council No. 17, Lake Erie Commandery No. 26, and of the Mystic Shrine, Ismailia Temple.

Mr. Black was married at Buffalo in

February, 1887, to Miss Catherine F. Johnson, by whom he has had three children: Ethel May, Raymond Alfred and Hazel, now (1898) aged respectively seven years, five years, and one year. The family resides at No. 261 Whitney Place, Buffalo, New York.

CHARLES COUSHAIN is a son of Andrew and Margaret (Williams) Coushaine, the former a native of Montreal and a blacksmith by trade, who died when the subject of this sketch was but three years of age. The latter was a native of Painesville, Ohio, and died in about the year 1860. There were six children in the family, Andrew being the only one, besides Charles, who is a sailor; the latter is master of a harbor tug on the south shore of Lake Michigan.

Mr. Coushaine has been in the lake service twenty-two years, and has twenty-one issues of license. During that period he has proved his capability as a marine engineer, filling chief's berth most of the time, and the fact that he is now in the employ of the Union line is additional evidence that he is a reliable man. He was born April 9, 1850, at Fort Mackinac, now more familiarly known as Mackinaw City. After completing his education he began life on the lakes, going before the mast for a season on the schooner Francis Eddy. He was next fireman and engineer, respectively, on a dredge at Cheboygan, Mich., owned by Corkan & Stickney, where he worked a year. From the beginning until the middle of the next season he was in the employ of a Mr. Dale on a dredge owned by him at Sand Beach, placing stone cribs for the piers at that harbor, at which time the first stones were dug which were used for the cribs above mentioned. Following that employment he was engineer on the harbor tug Mary Newton, at Cheboygan, for two seasons, and succeeding that he was second and chief on the lake tugs Frank Moffatt and Mocking Bird, owned by James Moffatt, of Port Huron.

The next season he became engineer of the tug Reed at Chicago, which he left in the middle of the season, going to Port Huron to accept a similar position in the

ferry boat Congor, on which he remained a season and a half; the tug Reed was engaged in carrying loads of railroad ties from the west shore of Lake Michigan to Chicago, while the Congor was engaged in carrying passengers from Sarnia to Port Huron. His next employment was as chief engineer of the steambarge D. W. Powers in the lumber trade, in which he continued for a season and a half. The following three seasons he was chief engineer of the W. H. Barnum, Edward Tice and John C. Pringle, the latter controlled by Smith, Brown & Co., of Buffalo. While in the Pringle, during the season of 1892, she collided with the schooner Morrison, consort of the steambarge Horace A. Tuttle, the accident occurring about July 13, while the John C. Pringle was bound up with a cargo of Italian marble. The consorts of the Pringle were the Sweetheart, Sunshine and Harrison, loaded with coal. The collision took place about thirteen miles below Thunder Bay, and the Morrison sunk with a cargo of iron ore, a total loss. The crew were saved, however. The bow of the Pringle was damaged by being stove in, her spar cracked, and she lost two anchors. Captain Vickbonah was knocked overboard, but was rescued by the yawl boat of the Horace A. Tuttle. The next service rendered by Mr. Coushaine was in chief engineer's berth on the steamer Emily P. Weed, then owned by the Hollister Transportation Company, which continued two seasons. He next filled the same berth in the propeller Avon, and then became chief engineer of the steamer Tioga, of the Union line, in which position he has continued during the seasons of 1895-96-97-98.

Mr. Coushaine was married in the fall of 1878, and has a family of three children: Annie, Charles and Cora. Their residence is at No. 116 Laurel street, Buffalo. In social connection Mr. Coushaine is a charter member of the Marine Engineers Beneficial Association, belonging to Local Harbor No. 43, at Port Huron, and filled the office of vice-president one year. He has worked his way up the ladder of prosperity, by his personal efforts, and by his own merit has attained his present position. He

is emphatically one of the self-made men of the lakes.

CAPTAIN JOSEPH INCHES, who, by a system of right living, has won the esteem and respect of the citizens of Algonac, Mich., where he has resided for the past thirty-three years, is a son of Charles D. and Mary (Green) Inches, born in Chatham, Ontario, March 2, 1850. His earlier education was acquired in the schools of his native town, finishing his schooling in Algonac, and at Roberts-Landing, on the St. Lawrence river. At the age of fifteen years, being a lad of an independent turn of mind, he left home to do for himself, and the same year found his way to Algonac, Mich., where he secured work in the village and on a farm near by, owned by Capt. Chester Kimball, who also had a line of stages and the contract to carry mail, and young Inches occupied the post of driver for a time.

In the spring of 1867, however, Captain Inches changed his routine by shipping on the steamtug John Martin, and before the close of the season he had sailed before the mast on several vessels. The next season he passed on the schooner Danube with Captain Cash. In 1869 Captain Thomas Bundy appointed him master of the little schooner Jennie Lind, thus filling the berth of captain when he was but nineteen years of age, closing that season in the bark Danube. The next season he sailed as mate with Capt. William Grey in the steamer Saginaw, followed by two seasons in the schooner Lillie May, and last in the capacity of mate. He then sailed as second mate of the steamer Annie Smith. In the spring of 1876 he was appointed master of the bark Emerald; and sailed her two seasons, after which he joined the schooner H. R. Newcomb as mate. In the spring of 1879 he came out as mate of the schooner Clint, closing the season as second mate of the steamer John N. Glidden, sailing as mate of her the next season. In 1881 he came out as mate of the steamer E. B. Hale, but being appointed master of the T. N. Ryan he closed the season in her. The next spring he was mate of the steamer Ohio with Captain Estes, assuming com-

mand of her before the close of the season. In 1883 he was appointed mate of the steamer Alcona. At this time Captain Inches was threatened with an affliction of the eyes, and was advised by his physician to abandon steamboat work on account of the extreme watchfulness necessary, and he sailed the barges O. J. Hale and Agnes, schooners Angus Smith and Emma L. Coyne, superintending the rebuilding of the last three named. In the spring of 1888 Captain Inches' sight being much improved, he again turned to steamboat command. He entered the employ of H. M. Loud & Sons, and after giving the steamer Wyoming a thorough rebuilding, he assumed charge of her, and has sailed her ten successive seasons. During the winter of 1896-97 he gave her new ends and a new boiler.

In December, 1873, Captain Inches was wedded to Miss Adelaide L., daughter of Captain Chester and Nancy Kimball. After the death of his first wife he was married to Miss Rhoda L., daughter of Charles Stewart. The children born to this union are: Charles S., Ethel M., Hiram C. and Sadie S.

Fraternally the Captain is a Master Mason, and is a member of the I. O. O. F. and of the K. O. T. M.

CAPTAIN WASHINGTON B. HARROW, a prominent citizen and shipmaster of Port Huron, Mich., and assistant manager of the Thompson line of tugs at Sault Ste. Marie, is a son of George and Lucretia (Peer) Harrow, and was born at Algonac, Mich., January 13, 1848.

He is the grandson of Capt. Alexander Harrow, who was an officer in the British navy during the war of the Revolution, and in command of one of the vessels of that government. His grandmother was taken prisoner by the Indians, at Monroe, Mich., when but five years of age, and held by them ten years. She was released by Capt. Alexander Harrow, who sent her to school at Detroit, and some years later made her his wife. She lived to the advanced age of one hundred years, and died in Algonac, Mich., in 1865. Captain Harrow's father, George Harrow, was born on the banks of

the St. Clair river in 1806, and owned and sailed the little schooner Pilot, in his own business. The members of the father's family were: Mary, who was drowned in the St. Clair river while young; George, who died at the age of eighteen; Mary Jane; Captain James P., master and part owner of the schooner Nelson Bloom; Lucy and Lucretia; John K., who has sailed on the lakes; Henry C., at times captain and engineer of the steamer M. F. Merrick; Charlotte; Catherine, now the widow of Capt. William Roberts; Capt. Washington B., the subject of this article; and Capt. William G., last master of the steamer W. W. Richardson.

Capt. Washington B. Harrow acquired a public-school education at Algonac, afterward attending a commercial college at Detroit. His lakefaring career began in 1858, when he shipped on the side-wheel steamer United, then engaged in towing on the St. Clair river, remaining with her until the fall of 1861. During the winter of 1861-62 his father built the side-wheel steamer Young American, and Washington sailed on her in different capacities until the fall of 1872, being made chief engineer in 1864, after taking out an engineer's license, and held that berth until 1868. The next season he took out master's papers and sailed her four seasons. In the spring of 1873 he was appointed master of the tug Ontario, and sailed her until July, 1877, transferring to the tug Peabody, and closing the season on the tug Miller. He then purchased the hull of the tug W. H. Pringle, converted her into a schooner, and sailed her until the fall of 1883, when he sold her and was appointed master of the barge Potter. In the spring of 1886 he entered the employ of Capt. B. B. Inman, as master of the tug Cora B., and took her up to Duluth. He was transferred to the tug J. L. Williams the next season, and sailed her until July, 1888, when he took the steamer Ossifrage, plying between Duluth and Port Arthur, until July, 1889, closing that season in the tug J. L. Williams. In the spring of 1890 Captain Inman sent two tugs to operate at the Sault, Captain Harrow going with them as master of the O. W. Cheney until August,

when the tugs were sold. He then went to Port Huron and chartered the tug George Hand, and sailed her the balance of the season.

In the spring of 1891, Captain Harrow came out as master of the lake tug A. J. Wright, and sailed her until July 4, when he purchased an interest in the lake tug M. F. Merrick, stationed at the Sault, and sailed her until the close of 1895, doing many notable wrecking jobs with her, among which may be mentioned the release of the steamers C. J. Kershaw, Ironton and Ketcham, all out high and dry on the beach, and the steamer America, which was sunk. In 1896 Captain Harrow acquired an interest by the purchase of stock in the Thompson Wrecking and Towing Association, and was chosen as superintendent of the tugs of the association stationed at the Sault, and holds that position at this writing, sailing only as occasion requires.

Fraternally he is a Master Mason, and he is a member of the Ship Masters Association, holding Pennant No. 388.

GEORGE RANDERSON & SON, No. 238 Detroit street, Cleveland, Ohio. This business was established in 1851 by Joseph Randerson, brother of the present owner, and at his death in 1870 passed into the hands of George Randerson, who was born in Yorkshire, England, in 1831.

George Randerson received a common-school education and worked at farming until he came to the United States in 1849, settling in Cleveland in 1851. He then engaged in the meat-market business until his brother Joseph died, when he continued the business as above stated. The firm does a large marine trade in meats and ice, which they deliver aboard vessels by means of a steam launch. During the war days of 1861-62 the old firm supplied Camp Cleveland with meats. In 1893 they erected a fine new block on Detroit street, which is a great contrast to the old building in which they did business for thirty-five years, and their marine trade has assisted very materially in this improvement.

In 1853 George Randerson was united in marriage to Miss Eliza Jackson, and two

children were born to them: George, Jr., and Emma, now Mrs. C. A. Provost.

George Randerson, Jr., was born in 1860, in Cleveland, Ohio, and attended the public schools of that city until his twentieth year, when he went to work in the meat market with his father. In 1879 he was admitted as partner in the firm, which then became George Randerson & Son. In 1889 he was married to Miss Mary Bailey, and they have one daughter, Edith M.

CAPTAIN GEORGE D. GILLSON, treasurer of the Associated Boat Owners, was born in Carbondale, Lucerne (now Lackawanna) Co., Penn., August 19, 1844. He is the son of Joseph and Sarah Jane (Elston) Gillson, the latter of whom was a daughter of David and Hannah (Doyle) Elston, of Unionville, Orange Co., N. Y. Joseph Gillson was a farmer and lived near Carbondale, Penn., eight years, thence removing to Athens, Bradford Co., Penn., where he passed the remainder of his life, dying in 1880. Joseph and Sarah Jane Gillson were the parents of the following named children: Harriet, born in 1836, married Justin Morley, of Athens, Penn., and died at the age of twenty-five years; Amelia Ann, born in 1840, married Edward Quick, of Middletown, Orange Co., N. Y., and had one child, who died in 1879; George D.; Lois Jane and Jesse N. (twins), born in 1848, the former of whom married Frank Coy, of Brockport, N. Y. (and had one child, which died when one year old), while Jesse N. wedded Susie Mosher, of Brockport, N. Y., and had one child, who died at the age of five years; Henrietta, born in 1851, died unmarried, when about thirty years old, and Joseph, who died in infancy in 1858.

George David Gillson lived at home until seventeen years of age, attending school and working on the farm. He then entered the quartermaster's department of the army of the Union, at Louisville, Ky., and thence went to Nashville after Sherman took Atlanta. Mr. Gillson returned north with his department of the army to Chattanooga and to Nashville, Tenn., where he was discharged in August, 1865. The war being

over he returned to his home, and went onto the Erie canal with one boat of his own, to which he soon added another, managing one and hiring a captain and men for the other. Being successful in this business he gradually increased the number of his boats until 1880, when he owned thirteen. In 1886 he bought a steamer for the canal and subsequently another, and at the present time he owns two canal steamboats, one, the Smith, Davis & Co., and the other the Fred M. Lawrence, with four consorts, two for each steamboat. The Fred M. Lawrence has a capacity of 3,300 bushels of wheat, and the Smith, Davis & Co. a capacity of 6,000 bushels, while the consorts each have a capacity for 8,200 bushels. The Smith, Davis & Co. was the first steamboat that ran three consorts on the canal, is one of the sharp-stern boats, now the recognized form of steam canal boats, and can make the trip through the canal in seven days. The Fred M. Lawrence can handle five consorts and make the same speed.

Captain Gillson was one of the organizers of the Associated Boat Owners, organized for transportation and controlling rates, and he was one of the committee of five that fixed the rates and was treasurer of the association since its organization in September, 1895, until its dissolution, January 1, 1898, since which time all members of the association have been running wide pennant. He is also insurance inspector and adjuster for the Reliance Marine Insurance Company, of Liverpool, England, having been appointed in the spring of 1896. Fraternally, he is a Mason; he is an attendant of the Cedar Street Baptist Church, and in politics is independent, voting for the principles and the men he thinks best suited to the times. He voted for Cleveland in 1892 and for McKinley in 1896.

On January 1, 1868, Captain Gillson was married at Meshoppen, Wyoming Co., Penn., to Miss Jennie P. Ingham, and to this marriage have come the following named children: (1) Joseph D., born February 12, 1869, married Lillian H. Gerlach on October 30, 1888; she died October 15, 1889, and in 1893 he married Miss Hilda



Geo D Gillson

Johnson. (2) Kittie J., born July 26, 1871, married Lyman D. Priot, of Buffalo, and has one child. (3) Georgie May, born April 28, 1884, died at the age of eight years. (4) Pearly Ethel was born October 12, 1887. (5) Frankie H. died in infancy. (6) Freddie H. also died in infancy. (7) Herold Ray was born January 17, 1891. Captain Gillson and family live at No. 244 North Division street, Buffalo, New York.

Mrs. Gillson is a daughter of Henry and Catherine (Washborn) Ingham, the father born 1812 at Manchester, England, whence he came to this country at the age of sixteen. He was a contractor of public works, and spent the last twenty years of his life in Buffalo, dying there in 1891. He and his wife had four children: Smith W., Stephen T., Henry B. and Jennie P. During the Civil war the three brothers raised a company of Pennsylvania volunteers; Smith W. receiving the rank of major and Stephen T. being made lieutenant and baggage master. Henry B. was wounded and died from the effects of his wounds. Maj. S. W. Ingham now makes his home in San Diego, Cal., while Stephen T. is United States pension agent and lives at Nicholson, Pennsylvania.

BARTLEY O'BRIEN, one of the old-time engineers, and for a number of years identified with the lakes, but now filling the position of chief engineer of the St. Paul Elevator Company, of Chicago, is an Eastern man by birth, having been born in Troy, N. Y., in 1840, a son of Henry and Honora (Condon) O'Brien. The father, a ship carpenter by trade, was a native of Ireland, and on coming to this country took up his residence in Troy, N. Y., where he and his wife both died.

There our subject was reared and educated like most boys of his day, and during early life engaged in steamboating on the Hudson river, from Troy to New York City. Coming to Chicago in May, 1856, he began sailing on the lakes, entering the employ of J. S. Dunham, as fireman on the tug A. B. Ward, where he remained until July 3, 1856, when he transferred, as engineer, to the tug A. C. Gunnison. In 1858 he was

engineer of the tug C. A. Mosher, of the same line, and in the fall of the latter year took her and the A. C. Gunnison south to New Orleans, these being the first screw boats to go down the Mississippi river. In June, 1859, he returned to Chicago, but the following September again went to New Orleans, on the tug Union, out of Philadelphia, remaining on her until she was sold to the Confederacy at the outbreak of the Civil war. In 1861 he was at the mouth of the Mississippi as engineer on the tug Watson, when the ram Manassas struck the sloop-of-war Richmond. He then refitted the tug Mosher, but before she could get away he was forced into the Confederate service as assistant engineer on the steamship Gov. Moore, formerly the Charles Morgan, which was lost in the Mississippi river April 24, 1862. Mr. O'Brien jumped overboard and swam ashore with the rest of the crew, and proceeded to New Orleans, and then to Vicksburg with Farragut's fleet. In February, 1863, he came north from New Orleans to Chicago, by way of New York City, and again entered the employ of Capt. J. S. Dunham as engineer of the tug A. Mosher, remaining on her during the season of 1863. In 1864 he went as engineer on the tug Crawford, where he remained two years, and in 1866 took the engines of the steamer Lucretia south, fitted them up at New Albany, Ind., and remained there one year, after which he returned to Chicago and brought out the tug Miller. After four years spent as engineer on the tug Crawford, he took command of her as captain for five more years, and in 1880 was engineer of the Albert Soper, which was engaged in the lumber trade. He then brought out the A. R. Colburn, which was also running in the lumber trade, and on her he remained for seven years. The following two years he was engineer on the Isabella Boyce; and for four years was engineer of the John Otis, rounding out over forty years on lakes and rivers.

In 1863 Mr. O'Brien was shipwrecked off the Narrows, New York City; in 1883 was on the Colburn when she burned off South Haven, Mich.; and the following year was wrecked at St. Joseph, Mich. The

citizens of Michigan City, Ind., presented him with a gold medal for assisting in saving the lives of the crew of the schooner *Early Bird*, and he numbers it among his most cherished possessions. He is an honored member of the M. E. B. A., and has the respect and confidence of all who know him.

In 1868 Mr. O'Brien was married to Miss Mary O'Connor, a native of Troy, N. Y., and a daughter of Thomas O'Connor, who was a dry-goods merchant of that place. To them have been born eight children, namely: James, a steamboat engineer at New York City; Henry T.; Susan B.; Ellen F.; Elizabeth M.; John C.; Thomas J.; and Alice E. The family residence is at No. 5542 Lasalle street, Chicago, Illinois.

STEWART MURRAY, general freight agent for the Northern Steamship Company, was born at Newport (now Marine City), Mich., July 29, 1850, a son of Peter and Euphemia (Blackie) Murray, who were both natives of Scotland, and who were the parents of nine children, as follows: Margaret; Peter; Mary, who died in childhood; Euphemia; James, who, as marine engineer, was drowned on the steamer *Sunbeam*, which was wrecked or foundered in Lake Superior in August, 1863; Stewart; Mary; Bessie, who died in 1876; and John. Peter Murray became a marine engineer early in life, and served in that capacity on various vessels sailing out of Glasgow, and trading to ports all around the British Isles, until May, 1850, when he came with his family to the United States to take charge as chief engineer of the E. B. Ward's line of steamers, settling in Detroit. Afterward he moved his family to a farm about eight miles back of Newport, Mich., himself continuing on the lakes. He remained on the lakes until 1884, when the steamer *Montgomery*, of which he was engineer at that time, was burned at her docks at Port Huron. He then retired from the lakes and returned to Detroit, and for a portion of the time was stationary engineer until his death, which occurred September 30, 1892. Mrs. Murray is still living in Detroit.

Stewart Murray lived upon the arm

from 1854 to about 1859, when the family moved to Marine City (then Newport), and there for a couple of years he attended a private school conducted by Misses Mary and Ada Brindel, nieces of Emily Ward, who is well known to all lake people. In 1861 they removed to Detroit, where for about two years he attended the public schools. Then his father was appointed chief engineer of the City of Milwaukee, of the Detroit, Grand Haven & Milwaukee line, whose steamers, *City of Detroit* and *City of Milwaukee*, plied between Detroit and Milwaukee, and were familiarly known as the "black boats." The family removed to Milwaukee, and Mr. Murray there attended the public schools until 1864. In this latter year he left school against his parents' wishes, and went to work in the Western Union Telegraph office as messenger boy. Remaining in this position about a year he entered a commission house, in which position he remained about six months. During winter of 1865-66 he was in an architect's office in Milwaukee, and in the fall of 1865 he secured a position with D. M. Brigham, agent for the Evans line of steamers, taking this position in May, 1866, and retaining it until April, 1890, a period of twenty-four years, during which time he was advanced through all the grades, from general clerk up to confidential bookkeeper and contracting agent. It was during this time that the Evans line became the Erie and Western Transportation Company, more familiarly known as the Anchor line.

In April, 1890, Mr. Murray was appointed agent for the Lehigh Valley Transportation Company, securing for them their docks and opening their agency at Milwaukee, thus being their first agent at that place. In February, 1891, he was removed to Chicago, where as western agent he remained until 1892, when a change in the management took place, the Philadelphia & Reading railroad system buying out the Lehigh Valley, which then became a part of the Reading system. Mr. John Gordon, then manager of the Northern Steamship Company, was appointed manager of the Lehigh Valley Transportation Company, and held the position until January, 1894,

bringing Mr. Murray to Buffalo September 1, 1892. During 1892 and 1893 Mr. Murray was in fact acting general freight agent of the line, without the title, but acted more particularly in the interest of the Lehigh Valley Transportation Company. On April 21, 1894, Mr. Murray was appointed general freight agent for the Northern Steamship Company.

On December 10, 1873, Mr. Murray was married to Miss Alice C. Williams, daughter of Joseph Williams, one of the earliest settlers of Milwaukee, who in 1833 left the State of New York, traveling by canal to Buffalo, by lakeboat to Detroit, and thence by team around the southern end of Lake Michigan all the way to Milwaukee. Mr. Williams died in 1877. The children of Mr. and Mrs. Murray are as follows: Stewart W., born May 8, 1875; Bessie R., born October 29, 1876; Charles B., born July 16, 1878, died in 1888; Alice S., born April 13, 1880.

During Mr. Murray's connection with the lake transportation business he has witnessed wonderful changes, not only in the methods but in the rates. He has himself billed wheat at twenty-two cents per bushel from Milwaukee to Buffalo, and flour at \$2.50 per barrel, Milwaukee to New York. During the season of 1896 the average rate of freight on wheat from Chicago to Buffalo was one and seven-tenths cents. When he first went into transportation the maximum carrying capacity of lake steamers was five or six hundred tons, now it is five or six thousand tons. Mr. Murray is a man who has profited by observation, and by careful study and keen insight into men and affairs has attained his present position.

CAPTAIN THOMAS A. ELLERY, master of the J. E. Mills, is a man of great experience in his chosen calling, and is well acquainted with the lakes and all the marine industries pertaining thereto. He was born in Vermont, May 20, 1837, and when three months old was taken by his parents to Fort Henry, N. Y., where he lived for about ten years, and spent the following five years in Hamilton, London, and Chat-ham, Canada. At the end of that time he

removed to Port Huron, Mich., and in that place and vicinity he has since lived, making his home at present at Marysville, Michigan.

In the spring of 1853, when sixteen years of age, Captain Ellery turned his attention to marine pursuits, to which he has since devoted his entire life. He first went on the schooner Eugene, which was wrecked on Lake Huron, after he had made a trip and a half; his second position was on the Lady Jane as cook and before the mast. While on that boat the captain was taken suddenly ill, and our subject was placed in command, filling the position so well that he was retained in the place, and has since been master of vessels. He was next on the schooner Trader, but remained there only a part of a season, going finally on the Baltic. He sailed the Star for some time, and was later on the Erie as mate and pilot. The following two years were spent in command of the Mary Williams, after which he was on the Dial for a part of a season.

During this time, Captain Ellery, with Jed Spaulding, purchased the sloop Emma, and after converting her into a schooner, sailed her for two seasons. They then bought the brig Preble, which they later sold, and Captain Ellery then purchased the L. S. Noble, which he subsequently sold, when he purchased the William R. Hanna. In 1870 he entered the employ of N. & B. Mills, of Marysville, with whom he remained for some eighteen years, sailing on different boats belonging to the company, with the exception of one season, when he sailed the R. J. Gibbs from Cleveland to Montreal, in the grindstone trade. Captain Ellery bought the Nelson Mills, which he commanded one season, and the season of 1872 was spent on the Mary Mills, and 1873 on the Leader. He was then on Point Avenue until 1882, when he took command of the J. E. Mills, which had just been constructed and which he has since sailed, being a fourth-owner in the same. In the fall of 1884, the boat, containing a part of a load of coal, was frozen in Maumee bay, so that Captain Ellery, his mate and engineer remained upon it all winter, obtaining provisions from Manhat-

tan by means of hand sleds. This was a thrilling experience, but with great care the boat was preserved from total destruction, to which it seemed destined.

On July 11, 1857, the Captain was married to Miss Amelia Hallinan, of Port Huron, Mich. They have six children, namely: Amelia, Jennie, Estella, Herbert William, Arthur J. and Grace.

Captain Ellery's marine career has been a remarkable one, in that during the forty-three years that he has sailed upon the lakes he has never lost a single season. For a great many years he spent the winters in shipbuilding. He is an honored member of the Ship Masters Association, also of the Order of the Maccabees and the Foresters, and has hosts of friends both on water and on shore.

CAPTAIN PETER PETERSON. Something of the old Viking blood must flow in the veins of this hardy son of Norway, who is known all around the Great Lakes as an able and fearless seaman. His long career as a captain on various vessels has been marked by unusual success, as he has never met with a collision or other serious accident; while his enterprise and energy have also been shown in the building and equipment of some of the finest and fastest boats on the lakes.

He was born February 10, 1835, in Hardinger, Norway, and is the third who, as eldest son in his generation, has held the name of Peter. Grandsire Peter Peterson was a farmer by occupation, and Peter Peterson, the father, carried on the shoemaker's trade in connection with the management of a farm. The latter married Miss Boletta Halverson, and had the following children: Peter, our subject; Thomas, a blacksmith at Green Bay, Wis.; Haver, a shipbuilder at the same place, who makes a specialty of constructing cabins; Ole, a prosperous farmer on the old homestead in Norway; Lars, deceased, who was a baker by occupation; Boletta, now Mrs. Anderson, of Chicago, and Elizabeth, who resides in Iowa.

Captain Peterson (the junior Peter) attended the public schools of his native

place during boyhood, and although his opportunities were not of the best he managed to secure a good practical education to which his subsequent reading has added. As a boy he showed a love for the water, and he gained some excellent experience in the fishing boats at his home; while later he secured employment on larger vessels engaged in the coasting trade, and spent two or three years in that work. In 1853 he came to America, landing in New York, and on July 20th of that year he arrived at Chicago, where he shipped before the mast on the brig St. Louis for the remainder of the season. In the following spring he shipped for three months on the schooner Wyoming, under Captain Sullivan. Later he was employed on various boats, including the schooner Yeagree; the schooner Trowbridge; the Kitty Grant; the Josephine Lawrence, in which he spent some time before the mast; the Eleanor, under Captain Henderson, and the bark America, under Capt. Owen Davis, in which he spent three seasons, being promoted during the last year to the post of second mate. In 1862 he formed a partnership with Mr. Wilson and Mr. Gunderson, and purchased the schooner Alleghany, which ran during that season, Mr. Gunderson assuming the position of captain. In the fall they sold the vessel, and our subject, with Captain Gunderson and Lambert Nau, built the schooner Mary Nau, which they ran during the summer of 1863, with our subject as captain. During the next season Captain Gunderson had charge, and in 1865 Captain Peterson again took the post of captain. The vessel, was engaged in the lumber trade, and proved a successful investment; but in the fall of 1865 our subject sold his interest to Lars Olsen. He then built the Libbie Nau, in partnership with Lambert Nau, taking a one-third interest, and for five years following he ran this vessel in the grain and lumber trade. In 1872 he and his partner built the schooner City of Green Bay, without disposing of the Libbie Nau, however, and during that season Captain Peterson had charge of the new boat. In 1873 they built the Anna M. Peterson, one of the largest schooners then on the lakes, and

one which became known throughout shipping circles as remarkably swift. From 1874 to 1884 Captain Peterson sailed this boat, but on the death of his partner the vessel was sold in connection with the settlement of the estate. He then bought the schooner F. A. George, of the Union Steamboat Company, in partnership with Frederick Hurlbut, of Green Bay, each taking a one-half interest, and after sailing her for five years the Captain sold out and spent a season on shore. In 1890 he and Captain Albright purchased the steamer T. S. Christie from A. L. Thompson, of Detroit, Mich., Captain Peterson taking a two-thirds interest and his partner the remainder, and since that date he has sailed this boat every season.

The Captain is popular socially, and in addition to his membership in the Ship Masters Association, is connected with the Masonic fraternity, in which he has reached the Knight Templar's degree. In 1860 he was married at Green Bay, to Miss Joanna Van Denboomen, who was born in Outrecht, Holland, and came to this country with her parents when nine years old. Captain and Mrs. Peterson have ten children, a family of which any parent might well be proud: William, the eldest, residing at Hammond, Ind.; Cornelius E. a locomotive engineer, lives at Green Bay; Peter J. is foreman of the Chicago & North Western round house at Chicago; Louis L., a locomotive engineer; George W. and Harold M., students; and the daughters are: Joanna B., Christine B., Ida O., and Annie Marie, all residing at home.

CAPTAIN JOHN PRIDGEON, for many years one of the most important characters in the marine interests of Detroit, was born in Lincolnshire, England, where his father operated a small rented farm. His parents came to America when he was seven years of age, settling in Greenfield township near Detroit.

Here he attended school a short time, and this, together with some early trade in England, formed the whole of his early education. When he was thirteen years of age Captain Pridgeon came to Detroit, and

first found employment as a teamster for E. Ferguson, afterward becoming manager for a man named Fields, who did general hauling business. He next drove stage between Detroit and Mt. Clemens for Burrell & Rose, and the following year engaged as cook on a Detroit river scow, earning twelve dollars a month. For three years he drove teams during the winter, and sailed in the summer. When John Robinson built the steamer Boston, he went on board as deck-sweeper, and was afterward deck-hand. He sailed on the Boston one summer for twelve dollars per month, and worked in a livery stable that winter. During all this time, no matter how small his earnings, a portion was saved and put by for the future, thus laying the foundation for a substantial large fortune.

Captain Pridgeon all this time had a predilection for the sea, and at the age of eighteen he went to New York and signed as an ordinary seaman in the United States navy. After a course of training on the receiving ship North Carolina he was put on board the United States sloop Albany, of the South Atlantic Squadron. While on this vessel he visited most all of the southern ports, including those of the West Indies and South America. In 1851 the Albany returned home with a number of American citizens who had been engaged in the Lopez insurrection in Cuba, they having been surrendered to the United States authorities by the Spanish government, and Captain Pridgeon returned to Greenfield with about \$500, the savings of his three years' cruise. He soon after came to Detroit and shipped on the small steamer Telegraph as wheelsman. In the winter he bought a team and a pair of bob sleds, and worked in the lumber woods near Lexington. At the end of the winter he came to Detroit with a capital of \$800. He continued working in this way for two or three years, teaming and sailing, and finally found himself worth about \$3,000. At length he sold his horses, wagons and tools, and bought a little steamer, the United, with which he did a profitable towing business for a couple of years. He cleared \$4,000 the first season, about \$3,000 the second,

and sold his steamer for \$4,000, leaving him with about \$12,000, which included his home.

The next season he purchased of Oliver Newberry the propeller Napoleon for \$6,000 cash, and for two years did a general towing business in the North channel, at St. Clair flats. He subsequently sold the Napoleon and purchased the steamer Canada, which he also used in the towing business. From 1866 to 1884 Captain Pridgeon was probably the largest owner of tugs, steamers and sailing vessels at the port of Detroit. His investments were almost universally successful, and at the time of his death, which occurred December 6, 1894, his estate was valued at over \$1,000,000. During the latter years of his life, he converted his business into that of contracting, disposing of vessels when he could do so to good advantage; but the firm of John Pridgeon & Son still continued to do a large and profitable vessel trade.

Captain Pridgeon married Miss Emma Nicholson, daughter of a Canadian farmer, who lived about nine miles back of Windsor. Mrs. Pridgeon is still living, together with two children, John Pridgeon, Jr., and a daughter, Mrs. Harry Milward.

For a period of eight years Captain Pridgeon was a member of the Board of Water Commissioners of Detroit; the period of his service being marked with many improvements in the water works, to all of which he gave a great deal of his time and attention. He was cordially esteemed by the employers of the board, and at the expiration of his term of service he retired from public life with the respect and goodwill of his associates and of the public.

CAPTAIN JOHN MADDOCK is a sailor by inheritance and from environments. He was born to the music of the waves on Lake Champlain, at Whitehall, N. Y., October 3, 1833. His father was Cornelius Maddock, who sailed on salt water and on Lake Champlain, and died January 30, 1872, at the age of sixty-two years. His brothers were also sailors, Charles dying in 1875 and Cornelius in 1884 at Fairport (he was in the life-saving service there, and his death was

the result of a long exposure the previous fall, in rescuing the crew of a schooner wrecked off Fairport, in Lake Erie).

When our subject was seven years old his father took him along with him on a little vessel he owned, and sailed on Lake Champlain to keep the lad from being drowned as his mother could not keep him away from the water. The next year, seeing that John was bound to be a sailor, his father made him cook, and put in his spare time teaching the lad points about navigation. When John was fourteen, J. C. Pierce & Son built a large schooner of which Cornelius Maddock became captain, and John was left as captain of the little craft. She went ashore that summer and he then went with his father as mate. In 1849 John took command of the schooner Francis and sailed her until 1852, when his father took the schooner Forwarder to Lake Ontario and he accompanied him as mate, the family moving to Kingston the next season (1853).

The father built the schooner Mary at Sorel, in Quebec, and then sold her. Sometime later the Mary was lost near Oswego with all hands. In 1854 Cornelius Maddock, together with Calvin & Brick, of Garden Island, bought the three-master Quebec, and sailed her two years in the lumber trade, John Maddock being her mate. In 1856 his father sold out and bought the schooner Dexter Calvin, and sailed her until 1859, John still acting as his mate. Then John and his father as partners bought the schooner D. L. Couch, and sailed her until 1872 in the general lake trade. Six years of this time they carried lumber for David Whitney from Saginaw to Detroit and to Ogdensburg. In 1872 she was sold, and later went down in Lake Erie. In 1873, after his father's death, John went as mate of the Reindeer for Grummond, and remained there until the spring of 1876, when he went as mate of the Louise, but was soon made captain and sailed her until the close of 1877. In 1878 he went to Lake Michigan as mate of the schooner Topsy with Captain Rogers, an old friend from Lake Champlain. He remained there until 1880, when Capt. J. M. Jones bought

the schooner *Hercules*, and John sailed her that season from Detroit to Georgian Bay. In 1881 he sailed the schooner *Adventure* for a Lake Huron store company, carrying grindstones to Chicago. In 1882 he was captain of the schooner *Columbian*, owned by Captain Whipple. She went ashore at Point De Tour while Captain Maddock was asleep, and the owner's son was acting as mate on the deck. Captain Maddock then went to the Lake Huron Stone Company, as mate of the *Harry Wesley*. In 1883 he did his first steamboating as mate of the *Mary Pringle* for the Stone Company. His pay was less than before, but he figured that chances for promotion were better on steamers. He remained mate of the *Pringle* through 1884-85-86, when he was made her captain. In 1887 there was a change in the stone business, and the company took the *Pringle* out of it and laid her up, and Captain Maddock was given command of the company's big schooner *H. A. Kent*. The next spring the company sold the *Mary Pringle* to a man who wanted to sail her himself, and Captain Maddock went as mate of her, but quit in six or eight weeks. Soon after Grummond bought her, and Captain Maddock again took command, doing wrecking. At the end of two months he quit her to sail the steamer *Michigan* for Flowers Bros., from Saginaw to Cleveland. He left her in October, and the next trip she was burned at Sandusky.

In 1889 young Jones bought the *Sam Neff*, and Captain Maddock went with him as sailing master, the steamer working for the government all the season on Spectacle Reef. That fall Colonel Ludlow, government engineer in charge of the work, was ordered to survey the North passage for lights, and Captain Maddock piloted the expedition of the *Neff*. They located the lights at White Shoals, Fitzsimmons Reef, Grays Reef, Squaw Island, and Suishaw Point. In 1890 Captain Maddock went with Captain Cunningham as mate of the steamer *New Orleans*, the Captain agreeing to get the steamer *Fallow* the next season for Captain Maddock. He was not successful, and Captain Maddock accepted the command of the *Grace Whitney*, one of the new tow barges

of the *Baldwin*. They laid up at Buffalo and Mr. Whitney asked Captain Maddock to keep ship that winter and sell the three barges, which he succeeded in doing. In 1892 Captain Maddock went as mate of the steamer *Curtis* with an old friend as Captain, so that his son could take the position of wheelsman in her. In 1893 Teagan Bros. bought the steamer *Chauncy Hurlbut* and tow, *D. K. Clint*, from the Sandusky Transportation Company, Captain Maddock and his son having an interest in her. He sailed her in the ore and coal trade, each boat carrying about 1,200 tons, his son being his mate. In 1898 he became captain of the *H. S. Pickands*; running from Ohio ports to Lake Superior. Since he began sailing as a boy, Captain Maddock has not lost a season. December 10, 1896, he left Detroit with the *Majestic* and took her to Milwaukee for Hurley Bros., and put new masts in her. The first locomotive taken to Upper Canada was taken to Toronto by his father in the old *Forwarder*.

On July 11, 1868, Captain Maddock was married in New Baltimore, to Miss Emma Barrett. She died some years ago leaving him with two sons: James Burton, who secured his papers as master in the spring of 1898, and succeeded his father as captain of the *Chauncey Hurlbut*; he sailed the schooner *Clint* for two years, and has been mate on steamers two years. Arthur, the second son, is now in California.

JAMES SPEIR, who has a strong personality, evidences in a remarkable degree his sturdy Scotch ancestry, and has brought into his business, as a marine engineer, many of the peculiar qualities of that nation. He is a son of William R. and Agnes (Caran-chael) Speir, and was born December 16, 1846, at Kilburnie, Scotland. His parents being natives of that country, came to the United States in the fall of 1850, locating in Detroit. His father was a licensed engineer who, after working in the Michigan Central railroad shops, shipped on lake steamers, his first boat being the *Whitney*, followed by the *Elliott*, *Dart*, *Arrow*, *Forest Queen*, and the boats of the *Ward* line, in which employ he remained a number of

years as chief engineer, his last boat being the H. P. Clinton. Later in life he removed to Bay City and retired from active life on shipboard.

James Speir, the subject of this sketch, received his public-school education in the old Eighth ward of Detroit, attending school until he reached the age of fourteen years. After the family removed to Bay City he went to work in the McDowel machine shop, afterward working for the McGregors. After working at his trade as a machinist a number of years he became second engineer of the John Ely, Annie Young, new at that time, and tugged some on the Detroit and St. Clair rivers on the Seeley, Ark, E. K. Collins, Despatch and Dart; after which he went to Cleveland and entered the employ of the Smith line as engineer of the tugs Belle King and Old Jack, and was also second engineer of the new steamer George W. Bissell. He then became chief engineer of the new barge Trader and the City of Madison, and was in charge of the tug Houghton at the time the government was cutting the Portage lake canal. At the close of his contract he stopped ashore as engineer of the Huron mines at the Portage. He then became engineer of the tug Alpena, this service being followed by two seasons in the steamer Ontonagon. In the spring of 1881 Mr. Speir was appointed chief engineer of the steamer Mayflower, a position he held three years. He then succeeded to the A. A. Turner, for two years, and was on the steamer D. W. Powers two years, which was followed by two seasons on the Schoolcraft, one on the Kittie M. Forbes, one on the Elfinmere; and in 1891 was appointed chief engineer of the steamer John Spry, an office he has held seven consecutive seasons, laying her up at the close of navigation in 1898.

On December 11, 1871, Mr. Speir was united in marriage to Miss Charlotte Cross-ey, of Bay City, her family being formerly of Seaforth, Ont. The children born to this union are William, Edward, Mabel, Fred, Burtran and Albert. His first wife died May 10, 1892, and on November 30, 1897, Mr. Speir chose for his second wife Mrs. Mary (Tobin) Neely, of Bay City,

Mich. Fraternally he is a member of the Odd Fellows and of the Ancient Order of United Workmen.

WALTER HUNTER, chief engineer of the ferry boat Ariel, plying between Detroit and Walkerville, Ont., is a marine engineer, and one well acquainted with the several departments of the marine industry, standing high in the estimation of his employers and associates. He was born May 13, 1835, at Norfolk, England. While an infant he was brought to America by his parents, who settled in Montreal, Canada.

In that city he spent his childhood days and there attended school until the family moved to Hamilton, at which place he began the marine life, to which he has since devoted the greater part of his time and attention. His first experience was upon the propeller St. Lawrence, running from Montreal to Chicago, where he acted as second engineer for over five years. From this boat he went to the City of Hamilton, running between the same ports, and acted in the same capacity for two years, then joined the Brantford, running from Hamilton to Montreal, spending on her five years as second engineer; then went on the tug Hero, running out of Hamilton, and upon her remained six years as chief engineer. The following year was spent upon the John S. Noyes, as chief engineer, after which he returned to the tug Hero, and remained three years, when he accepted a position on the Hiawatha, a passenger boat, running on the St. Clair river, where he remained five years. He then entered the employ of the D. B. I. & W. Ferry Company, serving one season on the Victoria, three seasons on the Garland and ten seasons on the Fortune. In 1895 he went as chief engineer on the ferryboat Ariel, his present position. Mr. Hunter has had sixteen issues of American papers; also holds stationary engineer's papers, as well as a life issue of Canadian papers, and has always filled his position to the utmost satisfaction of his employers, thus winning their confidence and meriting the respect of his fellow-laborers. He is a member of the I. O. O. F. and the M. E. B. A., of Detroit.

WALTER MCCREA is known as one of the most competent and reliable engineers sailing out of Bay City, Mich., and has performed the duties of his present responsible position with the Saginaw Bay Towing Company for seven years. He is a son of Alexander and Caroline (Easton) McCrea, and was born in Norristown, N. Y., December 8, 1845.

Some time later his father returned with his family to Easton's Corners, Ont., a village named in honor of his mother's family, and where she died November 14, 1861. Four years later the father left his farm, and removed his family to Bay City, Mich. Previous to this the father had passed some years on the lakes, and after locating in Bay City he purchased the barge Bay City, and sailed her successfully seven years. He also owned an interest in the tug Sea Gull. His death occurred in April, 1877, in Bay City. The other members of his family are Alexander, who is in the painting business; William H., a bookkeeper and advance agent for a notable physician; Harley and Samuel, both of whom died while young; and Mary, now the wife of John H. Fulford, and residing at Brockville, Ontario.

Mr. McCrea, after acquiring a liberal education in the public schools at Easton's Corners, and working with his father on the farm during the winter months, went to work in a flourmill at Merrickville, Ont., owned by his uncle, H. S. Easton, serving an apprenticeship of three years, after which he was promoted to be chief miller, holding that position five years; and as his uncle was the owner of vessels, our subject, in the meantime, sailed some while in his employ, he first going as second engineer on the steamer Mary Ann, part of two seasons, and in 1872 he was appointed chief engineer on the tug H. P. Clinton, closing the season as chief on his father's tug Sea Gull. The year following he joined the steamer Dunkirk as chief, but before the close of the season he accepted an offer to run the engine in a sawmill at Milwaukee, which position he held until the spring of 1876, when he entered the employ of Eddy & Avery as chief engineer on the lake tug McDonald, engaged in towing, and en-

gineered her eleven seasons. In the spring of 1887 he was appointed chief engineer on the steamer Mary Martini. The next year he took the tug Maud S., and ran her three seasons, then going as chief engineer on the steamer George W. Morley. Mr. McCrea then entered the employ of Captain Boutell as chief engineer on the tug Niagara, engaged in towing logs from Georgian Bay to Saginaw river, which position he filled for some years, and has well earned the confidence and esteem of the owners for the satisfactory manner in which he has performed his duties.

In July, 1873, Mr. McCrea was wedded to Miss Elida, daughter of Thomas and Jane (Sherman) Daniels, of Kendallville, Ind., and who is a cousin of General Senator Sherman. Two children have been born to this union: Samuel and Frances, both attending school at Chesaning, Mich., where the family homestead is located. Fraternally, Mr. McCrea is a member of the Marine Engineers Beneficial Association, No. 27, of Bay City, and has been treasurer of his lodge seven consecutive years.

THOMAS M. RYAN, one of the most experienced vessel men connected with the Great Lakes, was born November 14, 1841. His father, John Ryan, was born in Ireland, about 1810, and came to America about 1830, locating in Canada, where he was married about 1837; his children were as follows: Margaret; Thomas M.; Charles J.; John; and M. J., of whom only Thomas M. and M. J. are still living. John Ryan died in August, 1886, and his widow in 1892.

Thomas Ryan was reared and educated in Buffalo, N. Y., and began his career on the lakes in 1855. At first he served as second cook on the steamer Dover, remaining on her one season. In 1856 he was cook on the tug R. L. Howard, and in 1857 he went into the shipyard of Daniel Conners, to learn the carpenter and ship building trade. There he served a three-years apprenticeship, and in 1860 went to New Orleans, where he worked at his trade until the breaking out of the Civil war, when he returned to Buffalo. In 1862 he bought the canalboat C. J. Ryan, and after run-

ning her one year sold her, and bought the Henry B. Miller, which he also sold, and went into the Army of the West as a member of the engineer corps, serving in Missouri, Kentucky and Tennessee. In 1865 he again returned to Buffalo, and bought the tug Swan, which he kept one year, and since then he has been a large owner of boats on the Erie canal, buying and selling to suit his interests up to the number of nearly or quite two hundred boats. In 1893 he bought all the steam canal boats then running on Erie canal belonging to the Anchor line. Of these there were eight, some of which he owns at the present time. In 1886-87 he was manager of the Erie Boatmen & Transportation Co.

Since 1870 Captain Ryan has been an extensive owner of vessel property on the lakes, in which year he bought the schooner Watt Sherman, which he sold about a year later. This schooner is still afloat. He then built the tug Van Buren, and bought an interest in the tug Bruce, the latter of which he was managing owner. In 1879, he bought the schooner China, which went ashore in Georgian Bay in 1881, and became a total loss. In 1880 he bought the tug Fred Copp, which he owned until 1885, in 1881 he built the tug C. C. Ryan, which is now at Grand Traverse, Mich.; in 1882, he built the tug Alonzo Dimick, and also bought the America, which was lost in 1888; in 1885, he bought the C. J. Christian, which he sold in 1887. In 1885 he bought the steambarge America, which he sold in 1887, the Princess Alexandria, which he lost the following year off Port Burwell, and the tug Seneca, which he sold in 1888; in 1886, he bought the schooner George Clinton, and sold her in 1888; in 1887, he bought the steamer Nipigon, 646 gross tons burden, which was built at St. Clair, Mich., in 1883, and which he sold in 1889; in 1888, he bought the steamer Stephen C. Clark, and sold her in 1889 to the Tonawanda Lumber company; in 1890, he bought the steamer Ontario, which was wrecked on Lake Superior in 1891, with the loss of one man; in 1891, he bought the steamer C. C. Ryan, which was lost in 1892, also on Lake Superior; and the same

year he bought the schooner Journeyman, which he still owns; in 1893 he bought the schooner A. J. Rogers, which is of 322 tons register, and which he still owns, and the same year he bought the steamyacht High Bridge, which he also still owns. The High Bridge was built in Philadelphia, in 1874, and is forty-seven feet long.

In 1896 he purchased the steamer Emerald, and on March 8, 1897, bought the steamer Saginaw Valley, which he still owns. At the present time Capt. Ryan owns the A. J. Rogers, the Journeyman and the steamyacht High Bridge. The Journeyman is of 235.04 gross tons burden, and is 129.9 feet long. At the present time he owns about fifteen canal boats, and one-half interest in the Erie Canal Elevator, and the Ryan floater, his partner in the ownership and management of this property being Mr. Stephen C. Clark. They are among the largest forwarders on the lakes. The captain was first a member of the firm of Alexander Kendrick & Co., forwarders, then of the firm of Van Buren & Noble, then Van Buren & Ryan, and lastly Thomas M. Ryan & Co., consisting of Thomas M. Ryan and Stephen C. Clark, which firm has been in existence for five years.

In 1865 Captain Ryan was married to Miss Mary J. Frawley, by whom he has had eight children, four of whom are still living, as follows: John, a clergymen of the Catholic Church; Mary, a teacher; Charles C., with his father; and Stephen, in Manhattan College. Those deceased were: Thomas, Frank, George and Thomas. Captain Ryan is one of those men whose untiring energy and perseverance have won for him an honored and enviable position. He is a man possessing a great fund of common sense. In politics he has been an active Democrat, and for twenty-five years lived in the same district in Buffalo with ex-President Cleveland, and assisted in pushing him to the front, but has not been an office-seeker in his own behalf. He lives with his family at No. 345 Porter avenue, Buffalo, New York.

GEORGE M. COWAN, whose identification with marine affairs dates back to 1867, is the well-known and popular chief engineer

of the "Auditorium Hotel," where he has been stationed for the past ten years.

Mr. Cowan was born in Ogdensburg, N. Y., in 1847, a son of Ambrose and Sylva Cowan, who spent their entire lives in the Empire State. In 1866 he went to New York City, and with the firm of Fletcher & Harris learned the machinist's trade. Although but fourteen years of age, he enlisted at Ogdensburg, in 1861, in the 60th N. Y. V. I., for three years, or during the war, and was mustered in at that place. He was with the Army of the Potomac until July, 1863, and in October of that year was transferred to the Army of the Cumberland. Among the important engagements in which he participated were the battles of Chancellorsville, Antietam and Gettysburg. In 1864 he veteranized in the same company and regiment, and at the battle of Kennesaw Mountain received a gunshot wound in his right arm, after which he was sent home, but rejoined his regiment at Savannah, and was later in the Carolina campaign. After participating in the grand review at Washington, D. C., he returned to New York City, in October, 1865, with a war record of which he may be justly proud.

Mr. Cowan began his marine career as oiler in 1867 on a side-wheel steamer on the Hudson river, and in that capacity served two seasons. In the winter of 1868 he obtained a position on the passenger steamer Alaska, running from New York City to Aspinwall, and remained on her during the summer of 1869. In the winter of 1869-70, he transferred to the Great Republic, which was engaged in trade between San Francisco and Yokohama, Japan, and remained on her the following summer, returning to New York in December, 1870. He came west in March, 1871, and was appointed engineer on the Lac La Belle, running from Milwaukee to Grand Haven, Mich.; the next year was employed in a sawmill at Muskegon, Mich., but the following year returned to the Lac La Belle as engineer. In 1873 he transferred to the Ironsides, running out of Milwaukee, and remained on her until she foundered in September, 1873, six miles off Grand Haven,

twenty-six of the crew and passengers being lost. During the summer seasons of 1874-75-76, he was engineer on the steamer Minneapolis, running from Milwaukee to Grand Haven, transferring to the side-wheel steamer Flora in 1877.

Mr. Cowan was next in the employ of the C. & D. Navigation Co., and on his return to Milwaukee was again appointed engineer of the steamer Minneapolis. In 1879 he entered the service of the Goodrich Transportation Company as chief engineer on the steamer Chicago, on which he remained two years, and then transferred to the steamer De Pere as chief engineer. In November, 1880, he was appointed chief engineer of the steamer Michigan, of the Goodrich Transportation Company, and held that position until November, 1883, when he was appointed local inspector of steam vessels, and located at Grand Haven, Mich. In 1886 he became chief engineer of the "Union League Club," and two years later accepted his present position at the "Auditorium Hotel." Socially he is a member of the Marine Engineers Association at Milwaukee and the Stationary Engineers Association, No. 28, of Chicago. In the latter city he has made his home since 1886.

At Grand Rapids, Mich., in 1871, Mr. Cowan was united in marriage with Miss Catherine Bentley, by whom he had three children: Frank, Grace and Artie. The wife and mother died in Milwaukee, in 1883, and in 1887, Mr. Cowan was again married at Grand Rapids, his second union being with Miss Emma Bechtel. By the last marriage there is one daughter, Ruth.

HENRY L. CHAMBERLIN, manager of the Buffalo & Rochester Transit Co., marine superintendent of the Great Lakes Steamship Company, and one of the well-known successful men of the lakes, was born at Cedarburg, Wis., October 10, 1852. He is the son of Charles E. and Eliza (Hill) Chamberlin, the former of whom was born in Catskill, N. Y., in 1816, and the latter in Oxford, Chenango county, in 1820; she was educated in the famous Oxford Academy, located in the town of Oxford. The children of Charles E. and Eliza Chamberlin

were as follows: Charles, a prominent vessel owner and broker of Detroit, Mich.; Ella D.; Mary E.; Henry L.; Benjamin F.; and Nellie; the latter two dying when they were twenty-two and sixteen years of age, respectively.

Charles E. Chamberlin moved to Wisconsin about 1840, and was engaged in the newspaper business in Milwaukee for several years; and was associated with C. Latham Scholes, the inventor of the first typewriter. He also served as a member of the Legislature of Wisconsin in 1852 and in 1872; in the meanwhile holding numerous county offices, such as clerk of the court, justice of the peace, etc. In politics he was a Democrat, but later in life became a Republican. He died May 8, 1897, at Port Washington, Wis., the early home of the Hon. Leland Stanford.

Henry L. Chamberlin was educated in the common schools of Port Washington, and the education here gained has been supplemented with a wide range of reading. His first experience on the lakes was when he was fifteen years of age and he became cabin boy on the steamer Manitowoc, of the Goodrich line, running out of Chicago. In the same position he afterward served on the steamers Alpena and City of Madison; and then went as associate purser on the steamer Marine City, which was later burned on Lake Huron with a large loss of life. From this boat he went on the side-wheel steamer, Huron, which was afterwards dismantled and put out of commission; and then in the steamer Milton D. Ward, running on the Detroit river. Following this he was on the steamer Island Queen, the little vessel stolen by the Rebels during the war, when they intended an attempt to release the prisoners on Johnson's Island, and was later on the steamers Favorite and Sarah Van Epps. He next went on the steamers Eighth Ohio and City of Sandusky, the latter of which was afterward burned on Lake Erie. Following this he was on the steamer Benton, running between Saginaw and Cleveland, which is still in commission as a steambarge, and then he went as purser on the steamer Messenger, which has since been burned on Lake Huron; and from the Messenger to the

side-wheel steamer City of Toledo, which was burned at Manistee, and whose engine, formerly in the steamer Dart, was placed in the steamer Flora. From this boat he went to the John A. Dix, thence to the Keweenaw, running from Buffalo to Duluth. In 1877 he went on board the steamer Annie L. Craig, also running from Buffalo to Duluth, and which afterward became a Canadian boat, under the name of City of Winnipeg, and finally burned in Duluth. He then went on the steamer Jacob Bertschey, which was afterward lost at Grindstone City, Lake Huron; she belonged to the Engleman line, of Milwaukee. From this boat he went on the steamer Lake Breeze, afterward burned at the mouth of the Detroit river; and next on the Minneapolis, which sunk in the Straits of Mackinac in the spring of 1895. He was then on the steamer Amazon, and was on board her when she was wrecked at Grand Haven, the passengers and crew, about seventy persons in all, being rescued by the life-saving crew. On all the vessels on which he sailed subsequent to the Marine City, he held the position of purser, though in his marine career he has filled the positions of lookout and wheelsman, and, in fact, has served in nearly, if not quite all, the various grades. He also sailed on the Alpena of the Goodrich line, which was lost in a storm on Lake Michigan in the fall of 1880. He was on the steamers Depere and Menominee, and came out in the new steamer Wisconsin in the spring of 1881. His next boat was the City of Milwaukee, which was built in 1880 and ran between Milwaukee and Grand Haven; and is now owned by Graham and Morton, and is running between Chicago and St. Joseph. The following year he went on the St. Paul, running from Buffalo to Duluth, and in 1885 he was made Buffalo agent for Ward's Detroit and Lake Superior line, which, in 1891, changed to the Crescent Transportation Company. He remained with this company until the spring of 1895, becoming interested, in 1894, however, in the Buffalo, Rochester & Syracuse Steamboat line, now the Buffalo & Rochester Transit Company.

On August 13, 1879, Mr. Chamberlin

was married to Miss Eliza Anthony, daughter of Barney and Jane (Hannah) Anthony, the latter of whom was from Antrim, a maritime county in the northeast of Ireland, and the principal home of the celebrated Scotch-Irish race. Jane Hannah was a daughter of James and Sarah (Maxwell) Hannah. Mr. and Mrs. Chamberlin have had born to them the following children: Royal H., born June 29, 1887; Gregory H., born September 13, 1889, and died at the age of sixteen months; Gertrude, born May 19, 1891; and Hazel, born May 30, 1894. Mr. Chamberlin is a member of the F. & A. M., Azankee Lodge No. 17; Ottawa Council of Chosen Friends, Grand Haven, Mich. He and his family reside at No. 34, Days Park, Buffalo, New York.

REV. BENJAMIN FRANKLAND. While to all thinking minds there must ever come a recognition and appreciation of the leading part religion has taken in advancing civilization and conserving the higher interests of the human race, yet not to all comes an equal understanding of the burdens borne, the trials endured, the anxious responsibility maintained, and the self abnegation practiced by those who give up their lives to their Master's cause, merging their very identity into the good work. Sacrifices there must be; ambition in a worldly sense must be forsworn, and in all the work of preparation and execution there must be a devotion of spirit to the uplifting of fellow men into the brighter refulgence of the higher light, the light perpetual, zealous in all good works, and worthy to be known as the follower of the one great Shepherd of all, the one who quells the raging storm with a word, and says, "be still." It is thus most consonant that the Rev. Mr. Frankland should be accorded an honorable position in a work whose aim is to leave a permanent memorial of those individuals who have lived and labored among the brave and hardy men who go down to the sea in ships. In the life work of the Rev. Benjamin Frankland is to be found an amount of good accomplished, equalled only by his earnest desire to do as much more. The field in which he has been working since 1860 as

general superintendent of the Western Seamen's Friend Society is a broad one.

Mr. Frankland was born in Liverpool, England, March 31, 1832. His early years were spent in that city, Manchester, and at the school of the Society of Friends at Ackworth, in Yorkshire. He came to the United States in 1846, his father and the family becoming residents of Cincinnati, Ohio, in the fall of that year. As apprentice, foreman and owner he was connected with the printing business from 1847 to 1860, when, having been interested and engaged as a volunteer Christian worker with the Cincinnati Bethel, he, in the spring of 1861, retired from secular business and was appointed, by the Western Seamen's Friend Society, chaplain and superintendent of the Cincinnati Bethel. His first connection with the institution was in 1859, and continued until 1869. During that period and under his supervising care, from a small mission occupying a floating structure on the Ohio river, its work increased until it became one of the largest mission churches and schools in the country, Mr. Frankland during the later years of his work and residence in Cincinnati, being also president of the Hamilton County Sunday School Association and Secretary of the Ohio State Sunday School Union.

In the year 1868, while still chaplain-in-charge of the Cincinnati Bethel, he was chosen by the Western Seamen's Friend Society general superintendent of Western Bethel work, and in the spring of 1869 removed to Cleveland, Ohio, the official headquarters of that society, his resignation of local position in Cincinnati to enter upon his new duties taking effect in April of the latter year. His election and service was coincident with a complete reorganization of work and methods, and the adoption of the present federal system of the society's operations, and the connection of the more secular appliances of Seamen's and Boatmen's Homes and cheap eating rooms with the instructional and religious departments formerly carried on. He has, during the succeeding years, given his entire time to these interests, and has been directly connected with the organization or reorganiza-

tion and the incorporation of societies, covering the entire series of institutions in the interior and the West which are a part of the international seamen's cause, the promotion and supervising care of institutions and missions of this character upon our interior waterways having been committed to the society of which he is the general superintendent.

In 1864, at Cincinnati, Ohio, Rev. Benjamin Frankland was united by marriage to Miss Margaret C. Wolff, a resident of that city. He has five children living, and the family residence is at Mt. Washington, Hamilton county, Ohio.

JAMES S. FELT was born December 13, 1847, a son of James Madison and Rhody (Hubbard) Felt. The other children of the family were Samuel and Harriet. The father was an extensive stock dealer and trader in furs, and formerly resided in Watertown, N. Y., from which place he removed to Monroe, Mich., and thence to Maumee, Ohio.

James S. Felt, to whom this article is dedicated, received a public-school education, and is a graduate from the high school of his native town. At the tender age of sixteen years he enlisted in the Fourteenth Ohio Infantry in November, 1863, and was immediately sent to the front. He joined his regiment at Bridgeport, Tenn., just after the battle of Stone River, General Steadman being at that time colonel of the regiment. After reaching his command Mr. Felt participated with his regiment in all of the battles of the Atlanta campaign, the last of which was the hot engagement at Jonesboro, Ga. He was then, with others, detailed for guard duty at Gen. Steadman's headquarters, Chattanooga, but on the arrival of Gen. Sherman's army at Savannah, and after the opening of communications with the fleet, he again joined his regiment, and marched with it through the Carolinas until he reached Smithville, where they had an engagement with Johnson, which is known in history as the battle of Buck Horn Creek. After the declaration of peace he marched with his regiment to Richmond, thence to Washington, stopping at Alex-

andria, Va., on the way. The regiment entered Washington the next day in time to take its place in the grand review. The Fourteenth Ohio then went by rail to Louisville, Ky., where the men were mustered out, and sent to Cleveland, Ohio, for discharge, which was completed July 29, 1865. He then entered the employ of Dewey & Co., of Maumee, to learn the baker's trade, spending three years with that firm.

In 1872 he opened a retail meat market in Maumee, in which trade he continued three years, and after that he went into the wholesale butcher business. In the spring of 1874 he shipped as fireman on the tug Dexter, but finished the season on the tug Rose. During the spring of 1875 he took out marine engineer's papers, and was appointed engineer of the tug Rose, which he took to Vermilion, Ohio, where she was put in the fishing business. The next season he fitted out the tug McCormick, which had been purchased by Nagle & Hadley, of Toledo, and on which he remained for some years.

In 1867 Mr. Felt was united in marriage to Miss Mary Sharples, of Lancaster county, England. The children born to this union are Charles, Aleta B., Mamie and Grace. The family homestead is at No. 1718 Ontario street, Toledo, Ohio, which property is owned by him.

Mr. Felt is a member of the Marine Engineers Beneficial Association, and is an ardent member of the Grand Army of the Republic.

CAPTAIN JOHN A. DONAHUE, a young and very successful captain, and whose career on the lakes, while not so great as that of many who have followed a like vocation, gave promise of a bright future, was born in Buffalo in 1867. His father was Capt. Joseph Donahue, now of Cleveland, who is still sailing. The family removed to Cleveland when John A. Donahue was a child, and they have continued to live in that city up to the present time.

Our subject began sailing at an early age, his first position being that of watchman. Previous to this he had been attending school in Cleveland and vicinity. His

intelligence and keen desire to excel caused him to be promoted rapidly, and it was not long before he had reached the rank of mate. He held this position successively on the steamers Fay, Kasota, Grover, Onoko, Gladstone and Alva, and in 1894 was made master of the steamer Superior. He ably discharged the duties devolving upon the position, and during the following season commanded the steamer R. P. Ranney. In the early spring of 1896 he was stricken with an attack of typhoid fever, and on April 13, the very day he was to have sailed, he passed away, being but twenty-nine years of age.

On February 14, 1893, Captain Donahue was married to Miss Isabella Cowley, daughter of Edward Cowley, a well-known contractor of Cleveland. They were the parents of two children who died in infancy. The Captain was highly respected by all who knew him, being possessed of a high moral character; was thoughtful and affectionate in his home life. He numbered his friends from the beginning to the end of the chain of the Great Lakes.

CAPTAIN STEPHEN MAITLAND MURPHY, who, during 1898, closed his third season on the fine steel steamer Corona, one of the best of the fleet belonging to the Mutual Transportation Company of Cleveland, was born in Syracuse, N. Y., September 19, 1853, a son of Maitland and Ellen (Wall) Murphy, who removed from Canada to the United States, and located in Syracuse; shortly after the birth of our subject the family returned to Canada, making their home in Kemptville, near Prescott, where the father, who was born in Ottawa, died in 1863. The mother, who is now living in Buffalo, N. Y., at the age of sixty-eight years, removed with her family to Oswego, that State, where young Stephen attended school until he reached the age of fourteen years.

In the spring of 1867 Captain Murphy's marine life commenced as boy on the brig Junius, out of Oswego, and after two months accepted the same position on the schooner Persian, remaining on her until the close of the season of 1868. The next

spring he shipped in the same capacity on the schooner James Navaugh, closing the lake season on the bark Jessie Hoyt. That winter he went to New York City and, as ordinary seaman, joined the full-rigged ship Zima, hailing from New Brunswick, in the South American trade, and on her he remained until the spring of 1870, when he returned to the lakes, and shipped as seaman on the schooner Chandler J. Wells, closing the season as second mate with Capt. John Bowman. After laying up the schooner he went to New York and joined the ship Wild Hunter, of Boston, bound for Antwerp, Belgium, with merchandise, thence to Cardiff, Wales, for a cargo of railroad iron for New Orleans.

In the spring of 1871 Captain Murphy went to Chicago, and shipped on the schooner John T. Mott as second mate, remaining on her the full season, trading between Chicago and Kingston. Going to the Atlantic in the winter he shipped on the brig Clara Montgomery, plying in the West Indies trade. The next spring on his return to the lakes he was appointed mate of the schooner Seabird, closing the season as mate of the schooner Lively. During the winter months we again find him a seaman on the full-rigged ship James B. Norris on a voyage to Havre, France, thence to New Orleans.

From this time (1873) Captain Murphy devoted all of his time to lake navigation, the first year as mate of the brig E. Cohen, with Capt. Daniel Golden, until June, 1874, when he joined the schooner F. C. Leighton as mate, with Captain Manning. In the spring of 1875 he was appointed master of the schooner Floretta, and sailed her seven seasons. When he joined her she had just returned to the lakes from a sea voyage, and brought the first cargo of sugar from the West Indies for a lake port, her load being discharged at Hamilton, Ont. During the seasons of 1881-82 he sailed the schooner Hartford; in 1883 he was master of the schooner White Star; 1884 mate of the steamer Oceanica, then master of the steamer Robert A. Packer; 1885 master of the steamer Clyde, of the Lehigh Valley line; 1886 master of the steamer Tacoma;

1887-88 master of the steamer Seneca; and 1889 master of the steamer Saxon, of the Menominee Transportation Company's fleet. In the spring of 1890 Captain Murphy entered the employ of the Mutual Transportation Company as master of the steel steamer Cambria, remaining on her three seasons. He then transferred to the Corona, and sailed her until the close of navigation in 1897, laying her up at Ashtabula harbor. He has been eminently successful in his steamboat experience, his bills of repairs and insurance being the smallest possible, and only subject to the cost of natural wear and tear of the vessels. He is one of the earliest members of the Ship Masters Association, having joined Buffalo Lodge No. 1, soon after its organization, and carries Pen-nant No. 129.

In 1875 Captain Murphy was united in marriage to Miss Catherine O'Neil, of Kingston, Ont., and five children, William J., Ella, May, Maitland, and Sarah T., have been born to them. The family residence is at No. 15 Parsons street, Ashtabula, Ohio.

CAPTAIN WILLIAM G. JONES is a ship-master who has been well known along the chain of lakes for many years, having been master of vessels over thirty-five years, and sailed considerably over forty years, before he retired to engage in the grocery business, in which he is still interested. He is the son of Gardner and Eunice (Thompson) Jones, natives of Massachusetts and New Hampshire respectively. He was born May 15, 1828, at Orleans, Jefferson Co., N. Y., and there spent his childhood days, obtaining the education afforded by the common schools of that place.

His first sailing was done on the schooner Superior, of Clayton, operating on Lake Ontario in the lumber and timber trade. This boat is one well known to marine men, as the one sunk at Clayton during the war, and afterward raised and put into service. He, then acting as seaman, came on the E. G. Merrick, a boat famous for the fact that it was the first to enter Milwaukee harbor, going upon the same to Chicago when it was a small place with only one hotel. In 1847 he was given command of the Pow-

hatan, and sailed her one season, coming on the William the following year, and then to the Ramsey Crooks, where he remained two years. He then spent a short time on the schooner Whitney and the brig McBride, soon coming on the steamer Diamond, in the same employ. The following season he came on the Grace Greenwood, but remaining only a short time came on the brig General Worth, and later on the bark Vanguard, and schooners George Worthington, S. G. Andrews, Wild Rover and C. H. Johnson.

In 1846 Captain Jones was married to Miss Chloe Gore, of Cape Vincent, N. Y., who died in June, 1889. They had one child, Isabel, who is married to J. P. Winter and resides in Glenville at the present time. Captain Jones has been a member of the town council six years, acted as mayor two years, and is a charter member of Mayflower Lodge No. 679, I. O. O. F.

CAPTAIN JOHN MITCHELL, one of the most prominent, as well as one of the most highly respected business men of Cleveland, has, throughout most of his life, been more or less intimately connected with transportation on the Great Lakes. A brief review of his life shows that there are many opportunities for young men of character and industry to succeed if they will but take advantage of them.

Captain Mitchell was born October 8, 1850, in Franklin, Lower Canada (now Province of Quebec), of American parents. His Father, Daniel Mitchell, while of German ancestry, was a native of Pennsylvania, and his mother, who bore the maiden name of Calista Roseberry, was of French descent and a native of New York. In their family were nine children, but two of whom are living—our subject and Capt. Alfred Mitchell. The father, who was a carpenter by trade, was residing but temporarily in Canada when the subject of this memoir was born, and he later removed to New York State, thence to Milwaukee, Wis., and in 1865 to Fair Haven Mich., where his death occurred in August, 1866. His widow is still living, at the age of sixty-seven years, and makes her home in Marine City, Mich.



Wm. G. Jones

The two surviving brothers have for the most of their active lives been associated together in business on the lakes, and in other enterprises not so closely related to the water.

In 1865 Capt. John Mitchell left the stavemill, in which his father had placed him, to take the position of cook on the old steamboat J. B. Smith, and since that time has been actively and energetically engaged in the transportation business, in the building of lake crafts and in the insurance business. In 1893 he became a member of the board of directors, and is now general manager of the Hopkins Steamship Company, of which James Corrigan is president; F. W. Wheeler, vice-president; L. C. Recor, secretary; and Mark Hopkins, treasurer. On the 14th of October, 1893, the Captain's sister and her husband, Mr. and Mrs. Alfred Meswald, were drowned by the foundering of the steamer Wocoken.

On the organization of the Gratwick Steamship Company, in 1894, Captain Mitchell was made vice-president. This company built the steamer John J. McWilliams, which at the time of its construction was the largest on the lakes. In 1895 Captain Mitchell was made secretary and general manager of the Etna Steamship Company, of which W. H. Gratwick was president, Frederick Smith, vice-president, and Alfred Mitchell, treasurer. He is also president of the Marine City Salt and Brick Works, the Lake View Land Company, and the Lancastershire Syndicate; and has an interest in the Shaker Heights Land Company; is a director and a member of the executive committee of the Cuyahoga Building and Loan Association.

The prominent position which Captain Mitchell occupies has been attained by an active, energetic life, by his genial and pleasant manners, and by a straightforward, honorable career. He is a thirty-second degree Mason, and a member of the Mystic Shrine; and belongs to the Tippecanoe and Union clubs of Cleveland. Politically, he has always been a Republican, and is well known as a liberal contributor to its cause, and is a strong supporter of its principles.

In 1873 Captain Mitchell was married to Miss Mary A. Rouvel, of Fair Haven, Mich., and to them have been born nine children, seven of whom are living: Herbert W., Ralph D., Mabel A., Ismay, John P., Calista Irene, and Harold. Since 1890 the Captain and his family have lived in their beautiful home, at No. 2170 Euclid avenue, Cleveland, Ohio.

THOMAS LEITCH is a son of David and Elizabeth Leitch, and was born March 27, 1849, in County Antrim, Ireland. With his parents he came to America, at an early age, and lived for some time in Dunnville, Ont., where his father still resides.

His brother Robert, now chief engineer of the steamer Viking, went to Welland and shipped on the tugs in the canal, in 1866, thus beginning the occupation to which he has since devoted his life. Following his example, Thomas first found employment on a tug, where he remained until he was given the position of assistant engineer on the Robinson. Upon this boat he was shipwrecked on Lake Superior, and barely escaped with his life, reaching a small island, in the yawl boat, whence he was rescued by Indians. He then spent one season on a dredge in the St. Clair Flats, after which he spent several years as assistant engineer in the propeller Celtic, owned by McKay & Bros., of Hamilton. He then acted as chief engineer in the propellers Ontario and Canada. Upon leaving the latter boat he came to Buffalo, and has since sailed upon American boats in the position of chief. After some time in the Monteagle, he spent two seasons on the propeller W. H. Bar-num, and was in the Samuel Marshall. In 1896 he was in the Norseman, and in 1897 was in the Progress until October, when he went on the steamer Maine, engaged in the lumber trade from Bay City to lower ports.

On November 24, 1875, Mr. Leitch was married to Miss Isabella Herdman, daughter of James and Sarah (McCoppen) Herdman, of Welland, Ontario. They have had six children: Frank, who died in infancy; Sarah Isabella, at present employed as a stenographer in Buffalo; Hattie M.; Maggie

Anna; Thomas James, who died August 2, 1889; and Florence Irene.

JOSEPH LAWSON is a son of Richard and Louisa (Wise) Lawson, and was born in 1852 at Buffalo, where he received a common-school education at Public School No. 3, on Perry street. Richard Lawson was a machinist by trade. His wife was a very industrious woman, and for twenty-one years did the laundry work for the passenger steamers of the Western Transit line.

Joseph Lawson was early prompted by generous motives to turn his hand to helping his mother, and at the age of twelve years began the work of his life. He started by peddling the *Penny Post*, following that enterprise with a more prosperous one, that of boss of a gang of bootblacks at the Central wharf, foot of Main street. He continued in this occupation about six years, succeeding it by about seven years as master of a Buffalo creek ferryboat named the Fenian Girl. His first experience on tugs was as fireman of the Jim Jackson, of Buffalo harbor. During his time he has been in many tugs and in all capacities; he was fireman eight years, engineer ten years and master eight years—twenty-six seasons in all. His last employment was as master of the tug Conneaut for the seasons of 1895-96. Mr. Lawson was at one time seven seasons in the tug Sill at Racine, four months at Chicago in the tug Ingraham, and about the same length of time at Cleveland in the tug George Sickerson. In 1881 he became engineer of the Erie county jail, and continued in that position two years and three months, during which time his brother, W. W. Lawson, was sheriff of Erie county. Mr. Lawson is a charter member of Local Harbor No. 41 of the American Association of Masters and Pilots. He has also been a member of the Buffalo Harbor Tug Pilots Association five years, and of the Catholic Mutual Benevolent Association sixteen years.

Mr. Lawson was first married in 1881, to Miss Kittie Bennet, by whom he had one child; both are now deceased. He was married the second time in 1894, this union being with Miss Katherine Fay, and they have one child, Theodore J., now (1898)

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in Buffalo and vicinity till 1878, when Hingston & Woods succeeded them in business. Mr. Woods had been the superintendent and Mr. Hingston the bookkeeper for the former firm. Beginning in a moderate way they soon extended operations and increased their plant till it became the largest concern in business on the lakes. The largest contract they accomplished was the development of the harbor system of the Lehigh Valley Company, at the Tifft Farm in Buffalo, which added about five miles to the docks of the inner harbor. This work was begun in 1881, and the greater part of it was finished in two years, although it extended altogether over five years. In the meantime the firm built a 450-foot extension to the Government breakwater, and did large amounts of other dredge work. There is not a port of any size on the south shore of Lake Erie that the firm has not deepened, and in the case of Conneaut and Port Dover, on the Canadian shore opposite, the firm has made it possible to run a line of car ferries from one port to the other. They are now engaged in building very extensive docks and corresponding slips at Conneaut for the Carnegie-Rockefeller ore interest, the contract for this work having been taken in the fall of 1896. They are now building a similar dock for the same purpose at Port Stanley, Ont. The bare enumeration of the contract work done by the firm on the lakes would make a long list.

Besides all this there have been numerous contracts for railroad, pile, and trestle work, and great city-sewers built. The Bailey avenue sewer, built by the firm in Buffalo, cost \$250,000, and this was merely the largest of many. In addition to this the firm has assisted in developing the water-works system not only of Buffalo, but of Syracuse at Skaneateles lake, of Rochester at Hemlock lake, of Canandaigua and Tonawanda, and also assisted the Lehigh Valley Company in diverting the channel of the Tonawanda, at Batavia. Dredging operations have also been carried on in Oneida, Seneca and Cayuga lakes, and also at New Brunswick, N. J. The firm has eleven dredges and the following fleet of tugs:

Genevieve, Myrtie, Arthur Woods, William Stevenson, Alice Campbell, Tam O'Shanter, Robert Downey and May French. Others have been owned in late years, but have been sold. This equipment alone will show how extensive the operations are and have been for a long time. They have lately added to their fleet an elevator dredge capable of working in either harbor or in canals, such as the Erie canal, and are now engaged in building what will be the largest dipper dredge on the lakes, and which will be one of the best equipped.

Edward J. Hingston was born January 22, 1844, at Thomaston, Maine, came to Buffalo in 1862, and went into the contracting business as early as 1870. He has long been recognized as a leading mind in the business on the lakes, was the secretary of the dredging association for a long time, when it was not closely enough organized to have a president, and on its being fully organized, early in February, 1897, was elected its chief executive.

Arthur Woods was born in Bath, N. Y., in December, 1834, and came to Buffalo twenty years later, there engaging with Oswald & Van Valkenburg, who were known as Erie canal dredgers and contractors. He is a man of great energy and executive ability, and these qualifications, combined with the business capability and insight of Mr. Hingston, have insured the steady and rapid advancement of the firm.

JAMES A. CARROLL is a native of Ireland, having been born in County Wexford in 1840. He is a son of Michael Carroll, a laborer, who died in America at the advanced age of ninety-six years.

At the age of ten years the subject of this sketch landed at Quebec with his parents, and subsequently removed to Buffalo, where he attended school. He began his practical life as ferry boy on Buffalo creek with Capt. James Davidson, now of Bay City, Mich. In 1860 Mr. Carroll began to sail the lakes as boy on the schooner Fremont of Fremont, in which he remained three seasons. He was later in the schooner Resolute and on the bark Badger State before the mast, and was mate of the

schooner *Morning Light*, barges James C. Joy and James Regan, and second mate of the schooner *Athenian*. He has also been in many other vessels, too numerous to mention, and his business interests have always been in connection with lake navigation. Mr. Carroll is a ship carpenter by occupation. He began business as a yawl-boat builder, and was once a member of the firm of Hankins & Carroll, which existed for five years previous to the panic of 1857. For the past thirteen years he has been in the employ of the Western Transportation Company.

PATRICK BRENNAN, who for the past fourteen years has been the efficient chief engineer of the Buffalo Water Works, was born in Ireland, May 1, 1837, and was brought to America at about the age of one year. His father, Andrew Brennan, worked as a teamster after coming to Buffalo; he died about twenty years ago. The mother's maiden name was Elizabeth McNely.

At the age of seventeen Patrick Brennan began learning the machinist's trade at the Buffalo Steam Engine Works, where he served four years. During the year 1858 he placed a Corliss engine in the steamer *Chicago*, of the American Transportation line, and was made her engineer. He continued in the employ of this company two years, part of the time as engineer on their steamer *Mohawk*. About this time he also served a couple of seasons with the Dole line, on the steamer *St. Louis*, and a year in the New York Central line, on the steamer *Idaho*. He was also chief engineer on the steamer *Missouri*, in all acting about ten years as chief engineer in the merchant service on the lakes. On June 20, 1866, he was appointed, by President Andrew Johnson, chief engineer of the Revenue service of the United States, and for six successive years following this appointment was in charge of the machinery of the steamer *Commodore Perry*, stationed at Erie, Penn. He superintended the building of the government steamer *Gallatin*, also acting as her chief engineer, and in 1872 was engineer of the United States steamer *Hamilton*, stationed at New York, Boston and

Philadelphia, respectively. In 1873 he resigned from government service to take charge of the tug line at Erie, Penn., for a couple of years, and later, in 1875, was made inspector of hulls at Buffalo for the Phoenix Insurance Company of New York. In 1876-77 he was chief engineer of the Detroit river and harbor tugs, while the following two years he was master and pilot of Buffalo harbor tugs belonging to the Hand & Johnson and Maytham's lines. In addition to the service above mentioned Mr. Brennan has superintended the construction of the machinery of several government and merchant vessels.

In February, 1883, Mr. Brennan was appointed chief engineer of the Buffalo Water Works, and still retains that responsible position. When he assumed charge the water works had one ten and two fifteen-million-gallon engines, making a pumping capacity of forty million gallons of water daily. At the beginning of the year 1897 they had one ten-million, three fifteen-million and one thirty-million-gallon engines, making a pumping capacity of one hundred and forty-five million gallons of water daily. The last mentioned engine is one of the largest in the country. The pumping plant is the largest combined capacity in the world, and has a capacity of one hundred and eighty-seven million gallons per day.

CAPTAIN JOHN BRIDGE, a popular and well-known master of vessels, was born in Lorain, Ohio, in the year 1854, a son of Alanson and Caroline (Emmons) Bridge. He acquired a good education in the public schools of Lorain, after which he commenced the life of a sailor on the scow *Growler*, remaining an entire season.

In the spring of 1870 he shipped in the scow *Sutler Girl*, retaining that berth two seasons. The year following he went west, visiting Leadville, Cheyenne and many other mining towns and doing some work in the mines. He remained in the western country several years, returning home in 1881. He then shipped before the mast in the schooner *Southwest*, with Capt. Ed. Porter, who was lost on the steamer *Gilcher*. He

sailed in different vessels until the spring of 1888, when he was appointed master of the schooner *George G. Houghton*. This was followed by a season as master of the schooner *Montmorenci*, and two seasons as master of the schooner *Monticello*. In the spring of 1892 he was appointed master of the schooner *S. H. Kimball*, which he sailed successfully three seasons, turning in good freights. On one trip, while passing through the Sault he rescued the lightkeeper of the ranges near Raine's dock. The man had accidentally shot himself in the thigh while hunting, and had fallen into the river. He died two or three days later. In the spring of 1895 Captain Bridge was appointed master of the schooner *D. P. Rhodes*, and has sailed her three seasons. He is a member of the honorable order of the Maccabees.

Captain Bridge was united by marriage to Miss Martha A. Flynn, of Freeport, Ill. Three sons, Ellis John, William Hamar and Alanson Emmons, have been born to this union. The family residence is at No. 107 Colgate street, Cleveland, Ohio.

WILLIAM COCKLIN. When he was twenty years of age, William J. Cocklin, father of our subject, came to America from Ireland and settled in Jersey City. After a short residence in that place he removed to Komoko, Ontario, where his son, William Cocklin, was born December 28, 1854.

At four years of age William, whose name opens this article, removed with his parents to Port Huron, where he received an education in the public schools. At this time the family took up their residence in Bay City, and William began the life of a sailor. He first went on the *City of Sandusky* as waiter, and there remained throughout the season. The following year he went on the *George L. Dunlap* as waiter, and was then steward on the *Huron*. At this time he had a desire to take up a new branch of the work, and still remain in the marine service, so he went on the tug *Stranger*, as fireman, and after serving in that capacity on the *I. U. Masters*, *Crusader* and *Quebec*, he obtained engineer's papers, and in the spring of 1877 went on the *John Owen* as second engineer. After

this, for a year and a half, he returned to the *Crusader*, and was in the *Burlington* for one year as second engineer and one year as chief. In the succeeding years he served as chief on the *John Martin*, *Justice Fields* (now called *Traveler*), *Margaret Olwill*, *Missouri*, *Araxes*, *John Prindiville* and the steamer *Ohio* in 1891, *Samson* and *M. T. Greene*, in 1893, *Progress* in 1894, tug *Samson* in 1895, and in 1896 came on the *George Farwell*, thus having served as chief engineer seventeen years.

On December 19, 1875, Mr. Cocklin was married to Cornelia Eldridge, of Toronto, Canada. He is a member of the A. O. U. W., Detroit Lodge No. 6, and of the Marine Engineers Association of Detroit, Branch No. 3.

IRVIN G. BUZZARD, chief engineer on the *Maggie Duncan*, was born in Oakland county, Mich., May 28, 1856, and is a son of George W. Buzzard, who spent thirty years on the Great Lakes as master of schooners, but is now living retired in Port Huron, Mich. To that place the family removed when our subject was only nine years of age, and there he has since made his home.

On starting out in life for himself, Mr. Buzzard entered the *Phoenix Iron Works*, where he served a four-years' apprenticeship, and then worked in the shops until 1888, when he began his marine career. He was first employed as second engineer on the steambarge *Cleveland* for one year, and the following year served in the same position on the *Colorado*. After a season as second engineer on the *Caledonia* and one on the *Cleveland* as chief, he went upon the *Maggie Duncan*, where he is still serving as chief engineer.

On November 17, 1881, Mr. Buzzard was married to Miss Agnes C. Gleason, of Port Huron, by whom he has two children, G. Harold, who is now attending school; and Gleason M., who was born in 1898. Fraternally, Mr. Buzzard is a member of the Knights of Pythias, Knights of the Maccabees and the Marine Engineers Beneficial Association, having been financial secretary of the last named order for some time.

CAPTAIN JOSEPH CRIQUI, one of the oldest captains on the Great Lakes, was born at Buffalo, N. Y., in 1831, a son of Anthony and Elizabeth (Bites) Criqui, both natives of Germany. The father, who was a shoemaker by trade, was born about the year 1802 in Strassburg, Alsace-Lorraine (at that time a province of France), and died in 1850. This honored couple were the first to be married in the city of Buffalo, a traveling missionary performing the ceremony. Their children were as follows: Catharine, Joseph, Lany, Anthony, Mary (deceased), Elizabeth, John, Mary, Michael, Theresa, Frances and William.

Joseph Criqui obtained a somewhat limited education by attending night school (an English one) at Checktawaga, N. Y., and at Lancaster in a German school. At the age of thirteen years he commenced life on the lakes as cook on the schooner-scow *Liberdon*, which sailed from Buffalo to Conneaut and intermediate ports, then went before the mast for one season, afterward becoming wheelsman, making two trips as a deck hand on the propeller *Pauhassett* for the seasons of 1847-48, under Capt. Robert Hart. In 1849 he sailed on the propeller *Indiana*, in the same capacity, and then (seasons of 1850-51) was second mate and wheelsman on the *Ohio*, following which he, in 1852, went as second mate of the *Genesee Chief*, also in the Minnesota and in the propeller *Saginaw* (1853). In the fall of the latter year he went to California, and after about three years' sojourn there he returned to Buffalo, and took a trip on the propeller *Racine*, with Captain Brett, to Chicago and return, following that with a season (1857) in the same boat as second mate. He was then on the *Queen City* for a time, and next on the *Forest Queen* with Capt. Lyman Huntz. He was then for about three years mate of the propeller *Milwaukee* until November 28, 1859, when she collided with the *J. H. Tiffany* near Skillagalee lighthouse, Straits of Mackinac, both vessels being lost with several lives.

His next employment was as mate with Capt. Lyman Hunt on the propeller *Edith*, after which he was mate on the *New York*

Central line while Thomas Doyle, was agent, and on the *Euphrates*, which was lost off Cedar Point, Lake Erie. The *Marquette* was the next boat upon which he was mate, and from her he was transferred to the *Forest Queen* as master, remaining on her about five years, beginning with 1862. For the season of 1867 Captain Criqui was master of the *Badger State*, of the Western Transportation Company, and, for the four following seasons, of the *Free State*, same line, which was lost on Gray's Reef in 1871. During the remainder of the time Captain Criqui was on the lakes he served on the *Pittsburgh* in 1872-73. In about 1880 he went to California to act as master of a vessel owned by his brother-in-law; but the vessel being lost he returned the next spring. In 1881 he went on the *Olean*, then on the *Nevada*, St. Louis, Inter Ocean, Shrigley and *Saginaw Valley*. He also sailed a naphtha tug on a trip to *Saginaw* for a party from Philadelphia, and they were only four days making the run, although they were caught in very heavy weather on Lake Erie, and the craft was a small one, measuring forty feet long and eight feet beam. Captain Criqui had good luck during his many years' experience, and retired from the water only because of an injury to one of his limbs which permanently disabled him.

Captain Criqui was married at Buffalo in 1862 to Miss Terisa Rink, from Alsace. They have one son, Charles A., who is a plumber by trade, and is engaged in business for himself at No. 926 Main street; and three daughters: Josephine and Elizabeth, both in Empire City, Ore., and Matilda, at home.

CAPTAIN SAMUEL GOLDEN was the master in 1896-97 of the steamyacht *Enquirer*, the property of W. J. Connors, of the *Buffalo Courier* and the *Enquirer*.

The Captain is a native of Ohio, born February 10, 1855, at Bellevue, whence his parents removed to Corunna, Mich., shortly after his birth. When he was about nine years of age they removed to Bay City, where he resided until 1872, and at that place he obtained his common-school education. His first experience on the lakes

was as porter on the propeller *May Flower*, shipping from Bay City in the year last named. He worked in that capacity only a month, and at the expiration of that time shipped a trip from Chicago to Buffalo on the *Badger State*, at the latter place going as wheelsman on the propeller *Burlington* for the rest of the season. For the season of 1873 he went as wheelsman on the steam-barge *Dunkirk*, out of Bay City, and for that of 1874 was on the *George King* as wheelsman. In 1875 Captain Golden was wheelsman of the propeller *Merchant* until October 25, when she was wrecked on Racine Reef in consequence of thick weather. She was laden with 20,000 bushels of corn, and part of a deckload of pig lead and flaxseed, with her forward hold full of flour, and was bound for Milwaukee to complete her cargo. She was nine days unloading. The machinery was subsequently removed, but the hull went to pieces and became a total loss. For the rest of that season Captain Golden was wheelsman on the *Dean Richmond*. In the early part of 1876, for about two months, he was mate of the tug *Laketon*, of Bay City, which was engaged in towing logs, and, for about one month of this season, of the *Cora Lock*, a side-wheel passenger steamer running between Bay City and Point Lookout, touching at Pine Riffle and Augres river; the balance of season was master of the schooner *R. T. Lambert*, when only twenty-one years of age. For the season of 1877 he was wheelsman on the *Montana* and *Potomac*, of the Western Transportation Company's line; for that of 1878 of the *Toledo*, and for those of 1879-80-81 second mate of the *Canisteo* and *Blanchard*, and mate of the *New York*. For the seasons of 1882-83 he was mate of the *Blanchard*, and of the *Dean Richmond* until the middle of the season of 1884, spending the remainder of the latter season as master of the steamyacht *Fero*, the first ferry between Commercial street and Tiffit farm, Captain Golden chartering the *Fero*, and opening the route. She made hourly trips.

During 1885-86 Captain Golden was mate of the *Starrucca*; in 1887 of the *St. Louis* and *H. E. Packer*; and for the seasons of

1888-89-90 was master, respectively, of the *Montana*, *Empire State*, of the *W. T. Co.*, and *Newburgh*, of the *L. T. Co.* In 1891 he was mate of the *Florida*, of the *Lackawanna* line; in 1892 of the *Avon* part of the season, finishing as master of the side-wheel steamer *William Henry Harrison*, an excursion boat plying between Buffalo and Slosser dock, *Niagara Falls*, now *Echota*, on which he also served for the season of 1893. The following season he commanded the steamer *Idle Hour*, a twin-screw excursion boat between Buffalo and Elmwood Beach, *Niagara river*, and in 1895 was master of the *Island Belle*, to the same resort, part of the season, and of the steamer *Wyoming*, of the *Lackawanna* line, the remainder of the season. In 1896 Captain Golden became master of the *Enquirer*, which is the champion steamyacht of the lake for fast running, having won the race with the *Say When* of Cleveland, owned by *W. J. White*, on the 13th day of June, of that year. She made the distance from Fairport to Cleveland, twenty-nine and one-half measured miles, in one hour and thirty-four minutes, thus averaging eighteen and eighty-three one hundredths miles an hour, and it was her first fast mile run. *Edward Gaskin*, the superintendent of the *Union Dry Dock Company*, was the builder and designer of the *Enquirer*, and *Hershoff* of the *Say When*. The result was a great victory for the *Buffalo*, because it was not thought that her vessel builders could produce a fast sailing steamyacht, and the idea of building the *Enquirer* was first suggested to *Mr. Conners* by Captain Golden. In 1886 the Captain invented a bearing indicator which is now in use on all the boats belonging to the *Lehigh Valley Transportation Company*, the *Western Transit line*, the *Union Steamship Company*, and, in fact, on the majority of the first-class boats.

Captain Golden was married January 12, 1887, to *Ida Bordeaux*, and they have the following children: *Howard B.*, now (1898) aged nine years; *Ida Frances*, seven; *Edna B.*, five, and *Vera C.*, one. They reside at No. 223 Bird avenue. The Captain is a member of the *Ship Masters Association* and of *Hiram Lodge*, *Buffalo Chapter*, *F. & A.*

M., of Buffalo, N. Y. In the spring of 1898 he began designing and making a Perfect Propeller Wheel, the first wheel ever advertised as a perfect wheel. There have been perfected and improved wheels, but this is the first one ever advertised. The following letter speaks for itself:

BUFFALO, June 30, 1898.

Mr. Wm. S. Bull, Superintendent Buffalo Police.

Dear Sir—I respectfully submit the following report of the propeller wheel recently placed in the patrol yacht, "Governor Morton" by Samuel Golden.

It is all that was promised for it. It really drives the boat faster and has positively done away with all vibration even when working the engine to its full capacity, and best of all it backs or stops the boat to the entire satisfaction of the three crews of pilots and engineers, and makes the boat handle with the greatest ease and safety, and I must say that I am more than pleased with the operation of the wheel.

Respectfully submitted,

(Signed) CHARLES PRITCHARD,
Captain Patrol Boat "Gov. Morton."

John Golden, father of the Captain, was born near Cork, Ireland, was a shoemaker by trade, and came to America about 1848 or '50 at the age of fifteen. He was justice of the peace at Bay City, Mich., for about twenty-five years and later followed the profession of law. His wife, Elizabeth (Hearle), was born in Ohio, near Bellevue, and died in 1867. Her people were millers by trade. John Golden, a brother of the Captain, has sailed the lakes since 1879, and was master of the steamer Nellie for the season of 1896. Peter J. Golden, another brother, is engaged in the Progressive Cigar Store. Margaret Golden, a sister, is the wife of William R. Davidson, who was formerly a marine engineer, but is now chief engineer of the power house at Bellevue, New York.

WILLIAM RAMEY, who is at present employed as assistant engineer of the Niagara Bakery, at Buffalo, was born in that city June 18, 1857, and obtained his education at her public schools. His first employment in connection with the lake service was in the capacity of fireman and oiler upon the steamer China for two seasons; also served on various other steamers, such as the Japan, and was for a time in some sailing vessels, for three seasons, beginning with that of 1871.

During the season of 1874 Mr. Ramey was part of the time an apprentice upon

the schooner Emma L. Coin, owned in Toledo, and the remainder before the mast on the schooner Rutherford B. Hayes. In 1875 he went in the same capacity on the schooner Our Son, and subsequently spent about four seasons steadily as engineer of Buffalo harbor tugs, being in the Kelderhouse and Alpena. From that time he was employed as stationary engineer and as machinist until about 1895, when he accepted a position in the D. E. Morgan building as chief engineer, which position he held until July, 1897, when he went as assistant in Dolds Packing House until March, 1898, at which time he was appointed to the position of second engineer of the Niagara Bakery Company.

Mr. Ramey was married, in 1885, at Dunville, Ont., Canada, to Elizabeth Gilson, and they reside with their four children at No. 895 Genesee street, Buffalo, New York.

MITCHELL & Co. is the name of a well-known and reliable firm of Cleveland, which was organized in January, 1890, and at that time was composed of John Mitchell, John F. Wedow, of Marine City, Mich., and John C. Fitzpatrick. The last named soon retired, and the same year Alfred Mitchell became connected with it. In January, 1897, H. W. Mitchell also became a member of the firm, but through its various changes it has ever retained the name of Mitchell & Co.

As vessel owners and brokers the firm does a large business each year, and has continued to add new steamboats to their list. They organized the Mitchell Steamship Company in 1892, and built the wooden steamer William F. Sauber and the steel steamer W. H. Gratwick No. 2. They also organized the Etna Steamship Company, and built the steel steamer Lagonda, which is a very large and powerful ship, 386 feet over all, 45½ feet beam, and 27 feet depth of hold. Her engines are triple expansion, cylinders 23, 37 and 63 x 44, and her three boilers are 12½ x 12 feet. Their steamer H. S. Holden is 430 feet long, 50 feet beam, capacity 6,000 tons.

Besides these new vessels the firm has

large interests in the steamers Robert L. Fryer, John Mitchell, W. H. Gratwick No. 1, Ed Smith No. 1, Ed Smith No. 2 and George T. Hope, and also the barges J. C. Fitzpatrick, Camden, Joseph Paige, Troy, S. E. Marion, R. L. Fryer, C. J. Fillmore and Angus Smith. The firm has its office in the Perry Payne building, Superior street, Cleveland, does a general brokerage and marine insurance business, and Mr. Wedow is also a member of the Board of Underwriters, representing several strong companies.

H. J. BLANEY, a well-known and highly respected citizen of Chicago, who spent several years of his early life upon the lakes, and has since had charge of stationary engines, is the present chief engineer of the Stock Exchange building, having held that position since 1894.

Mr. Blaney was born in Canada, in 1843, a son of Daniel and Nelly (Nichol) Blaney, both natives of Glasgow, Scotland, who at an early day emigrated to Canada, where they made their home throughout the remainder of their lives. By trade their father was a weaver. Our subject was reared and educated in Canada, and on leaving home went to Detroit, Mich., but since 1863 has resided in Chicago.

In 1861, at Detroit, Mr. Blaney secured the position of engineer on tug boats on the Detroit and St. Clair rivers, and during that year and the year following was in the employ of the Winslow line. In the latter part of the season of 1862 he came to Chicago, and the following year accepted the position of second engineer of the steam propeller Water Witch, which was engaged in passenger trade, and which was lost in the fall of that year in Saginaw Bay, while sailing from Chicago to Sarnia in the interests of the Grand Trunk line. From 1864 until 1868 he remained ashore as stationary engineer, but in the latter year was made second engineer of the propeller line of the Grand Trunk line, and was on her two seasons. In 1869 he located permanently in Chicago,* and during that year and 1870 he was engineer of a dry-goods house; from 1872 until 1882 was chief engineer of

a building at the corner of State and Madison streets; was chief engineer of the Ayer building in 1882; from 1884 until 1888 was chief engineer of the Royal Insurance building; for the following four years held a similar position at the Auditorium; and since January, 1894, has been chief engineer of the Stock Exchange.

In 1867, Mr. Blaney was married in Canada, to Miss Margaret McMillan, and to them have been born the following children: Charles J.; Mary Elizabeth; William H.; Frances; George W.; Walter A.; Maud; Mildred; and Lillian. Socially Mr. Blaney was a member of the old M. E. P. A., No. 4; the Home Lodge No. 508, F. & A. M., and also belongs to the Royal League and the Independent Order of Foresters.

OSCAR M. BEACH, who for a number of years was connected with marine service in various capacities, is one of Cleveland's native sons, his birth having occurred in that city in the year 1862. In his youth he served an apprenticeship at the machinist's trade in the King Iron Works, in Buffalo, N. Y., and thoroughly mastered the business in all its details. His first service on the lakes was in 1883, when he accepted a position as assistant engineer. His first appointment as chief engineer was on the propeller John C. Gault, of the Wabash line, plying between Toledo, Ohio, and Buffalo, N. Y. He remained on that vessel for five years, and on the expiration of that period was appointed to the position of chief engineer on the Robert Wallace, where he remained until the Vulcan was built, she being owned by the same company.

In the winter of 1891 Mr. Beach entered upon a different field of labor, establishing a machine shop in Fairport, Ohio, and engaging in marine repair work and in dealing in engine supplies. For two years he carried on that enterprise and then returned to the lakes, accepting a position as chief engineer on the steamer Alexander Nimick, which position he filled for two years. From that time until April, 1896, he conducted a meat market in Cleveland, and was connected with other business in-

terests of the city. Since September, 1897, he has been in the United States navy. He enlisted (for three years) as first-class machinist, and was assigned to the torpedo boat Dupont. On July 1, 1898, he was promoted to chief machinist on the torpedo boat Rodgers, where he is at present.

JASPER N. CROSBY. This gentleman is at present in the employ of the city of Cleveland, but should still be classed among marine engineers, for the many years of his life which were spent in that capacity. He was born at Portland, N. Y., August 9, 1831. He lived at his birthplace for twelve years, and then went with his parents to Wheaton, Ill., where he lived until he reached his twentieth year. At that time he returned to New York State and went into the sawmill business at Dunkirk, N. Y., for the purpose of learning the engineer's trade. After three years in this place he began his life on the lakes, to which he afterward devoted most of his time.

The first marine position Mr. Crosby held was on the California, running out of Buffalo. He remained on her part of a season as fireman, and then went to the Owego. After working part of a season on the America as greaser he spent some time on the Pauhasset as fireman and second engineer, remaining on this boat three years in the latter capacity, he then became chief and second of the Genesee Chief, respectively, and in after years served in the capacity of chief on the Olean and Gov. Cushman. For the three years following he served as second engineer on the Elmira, and for a time as second on the New York. The next season he came on the Portsmouth as chief and in 1862 transferred to the Tioga, in which he remained four years. Upon this boat Mr. Crosby sustained several severe injuries in the explosion which occurred May 9, 1863, but has fully recovered from all of them, thus surviving one of the most thrilling experiences in the lake marine history. He left the water at this time and entered the employ of the Middlebury Coal Company, with which he remained six and one-half years, afterward coming to Dunkirk as fireman on the Erie

railroad. From this place he went to Milwaukee, and for a part of a season ran the Gov. Cushman, and then the Olean, returning to Dunkirk, where he spent the winter in the railroad shops. He spent six and one-half years in the employ of the Middlebury Coal Company, five years on the Dunkirk & Warren railroad, and then engaged two years in the building of the Valley railroad, and later worked for the same length of time on the railroad bridge owned by the same company in Cleveland. He ran on the Valley road about three years after it was built. Since that time he has been employed in the shops of the Globe Iron Works and on bridges in the city's employ.

On March 31, 1852, Mr. Crosby was married to Miss Julia Bradley, of Dunkirk, N. Y., who died October 26, 1894. They had one child, Elbert W., who resides in Fort Wayne at present, and is a railroad engineer. Mr. Crosby has been a member of the Brotherhood of Locomotive Engineers for thirty years.

CAPTAIN JOSEPH WALTMAN. Since 1892 Capt. Joseph Waltman has not been actively connected with marine work, but his interests are still in that line, and he is identified with the shipmasters of Detroit, where he resides at the present time. His retirement from sailing was of short duration, however, and he was soon following his favorite occupation again, as he had the greater part of his life.

Captain Waltman was born in Monroe, Mich., in 1847, and in that place he spent the days of his boyhood. Early he had a desire to be a sailor, and when ten years old shipped on a steamer running out of Monroe, as cabin boy. After five years' service in this capacity, he acted as decksweep for a time, then shipped on the tug B. F. Bruce as wheelsman. On this boat he remained two years in that position and then became her mate, after which he took command of the tug Gore. He held this position throughout the season, and the next year acted as mate on the tug John Martin, after which he became master. In 1863 he entered Winslow's employ, and brought out new the Maria Love. She was sold in the

fall to the government, and he delivered her for the owners in the Brooklyn navy yard. On Winslow's line he was employed ten years, going on the *Kate Williams*, and the *Winslow*, after the *Maria Love* was sold. He then spent two years on the *Gazelle*, running between Sandusky, Put-in-Bay and Cleveland, and one season on the *W. R. Clinton* steamers, and five years in the *Dunlap* and the *Metropolis*, of the Bay City and the Alpena line. He spent the next season on the *Salina*, and then went on the *St. Mary*, running from Detroit to Toledo, there remaining one season. After one season spent on the *J. E. Potts*, and one on the yacht *Lelia*, and the *I. U. Masters*, he was engaged in the wrecking business on the *Kate Williams*.

In 1881, Captain Waltman was married to Mrs. Hattie M. Dewey, of Brattleboro, Vt. They reside at No. 56 Howard street, Detroit. He is a member of the Ship Masters Association; is a 32d-degree Freemason, member of Union Lodge, F. & A. M.; of Peninsular Chapter No. 16, R. A. M.; is a Knight Templar, of Masters Commandery No. 12, and member of Moslem Temple, Mystic Shrine; is also a member of the A. O. U. W. of Detroit.

CAPTAIN PETER A. MCKINNON was born in Glasgow, Scotland, in 1847, and removed with his parents to the United States in 1857, locating in Buffalo.

Our subject acquired his education in the public schools. In the winter of 1861 he was shipkeeper on the steamer *Susquehanna*, which was laid up in Cleveland, and was in that city when Abraham Lincoln, then newly elected President, passed through on his way to Washington to be inaugurated. Captain McKinnon remained on the *Susquehanna* the following season, and in the spring of 1863 shipped on the steamer *Pittsburgh* as wheelsman. This was followed by three years as lookout on the *Canisteo*, and in 1866 he was appointed second mate of the steamer *Rocket*, on which boat he remained three seasons, the last one as mate. He was then appointed master of the *F. C. Carney*, the following season holding the same position on the

barge *G. H. Orton*, and then becoming mate and sailing master of the propeller *Plymouth*. His next berth was on the propeller *Toledo*, of the New York Central line, as lookout with Capt. Thomas Watts. He then went as wheelsman on the new steamer *Equinox*, the following season going in the same capacity on the *Evergreen City* with Captain Parsons, and in the spring of 1884 he shipped as lookout on the steamer *Winona*, with Captain Conkey. In 1885 he was appointed mate of the propeller *Toledo*, remaining on her three years, the last two as master; in 1888-89 he sailed as mate of the steamer *Northerner*; in 1890-91 he sailed the steamer *Samuel F. Hodge*; in the spring of 1892 he was appointed master of the *Northerner*, which went ashore near L'Anse, Lake Superior, in a driving snowstorm; she was laden with oil and was destroyed by fire. In the spring of 1893 Captain McKinnon entered the employ of the Lackawanna Steamship Company, being appointed mate of the *Scranton*, and remaining on her two seasons; in 1895 he became mate of the steamer *Lackawanna*, which he laid up in Buffalo creek at the close of navigation; in 1896-97 was on the *Lackawanna*, and in 1898 was on the *Brazil*.

Captain McKinnon was united in marriage to Miss Lucy A. Brant, of Buffalo, in 1888. The family residence is at No. 715 Plymouth avenue, Buffalo. Socially he is a Master Mason, a member of Erie Lodge, in Buffalo.

WILLIAM W. TYLER, of Cleveland, claims the distinction of being the oldest marine engineer in the iron-ore trade on the Great Lakes. He was engineer on the steamer *Mary Jarecki*, owned by Sheppard, Henry & Co., of Erie, which was one of the first steam vessels engaged in carrying ore from Escanaba to Lake Erie ports. There were several steamers in the same line, but all the engineers operating them have passed away, leaving Mr. Tyler the only one to claim the honor of being thus connected with the inception of the now immense industry.

This veteran engineer was born at West

Point, N. Y., October 9, 1841. He was a son of Hiram and Mary (Mandigo) Tyler, the former a well-known contractor. The father was born May 4, 1803, and the mother September 13, of the same year. Of their other children Charles was born in 1831; Mary J., December 10, 1835; and Hiram on August 19, 1838.

William W. Tyler attended school in his youth, later learning the machinist's trade. His first sailing occurred about 1858, in vessels on the Hudson river. After several years of service on various crafts, he joined the schooner Oregon, spending the season of 1861 on that vessel, trading up and down the beautiful Hudson. The following year he went to New York and shipped as fireman on the Sandy Hook tow-boat Thurlow Weed. He remained on this vessel five or six years, becoming second engineer. Then for two years was second engineer of the *Blanche Paige*, when he served one year longer as chief engineer on the same boat, making short trips out of New York, following which he entered the employ of the David Cox at Sandy Hook, and was successively chief engineer on the steamers William Cox, Tontine, C. J. Saxe, and again on the David Cox. Then he entered the Gamecock line of the big ocean tugs, and was chief of the Gamecock, the *F. B. Thurber* and the *Vim*. Following this he became fireman on the side-wheel steamer *Thomas Freeborn*, and then joined the wrecking steamer *Rescue*, belonging to the Columbia and Coast Wrecking Company, after which he became chief engineer of the line, being placed in charge of the wrecker *Lackawanna*; and then came to the lakes at the instance of the same company to run the steamer *Leviathan*. After leaving the *Leviathan* he was engineer of the old propeller *Sun* for a time, and then entered the employ of Sheppard, Henry & Co., the firm previously referred to, with whom he remained eight years. He also served on the steamer *Fred Kelley* for the same employers.

After leaving this line Mr. Tyler acted as chief engineer of the *Oscar Townsend*, *David W. Rust*, and *Selah Chamberlain* one year each, and of the *R. P. Ranney*, which

he brought out new, being on her three seasons; also was on the *City of Cleveland*, then new, for one season. Then he spent one year in the National Flouring Mills, making a trip to Philadelphia the year following to bring back to the lakes the steam-yacht *Peerless*, a craft which had the first triple expansion engines on the lakes. Then he served another year in the *Ranney*, after which he brought out new the steamer *Gladstone*, and ran her three years, spending one year on the *H. K. Devereux*, one on the *Gladstone* and one on the new steamer *Alva*. Then he entered the employ of the Minnesota Company, and spent three years as chief engineer on the *Matoa*.

In 1869 Mr. Tyler married Miss Effie E. Ager, of Fishkill-on-the-Hudson, and they were the parents of six children, of whom but two are living: William Henry, born September 2, 1870; and Charles A., born September 22, 1876. Both are following the lakes, the elder son being a chief engineer, and the younger acting as oiler on the *Matoa* during the season of 1896. Effie E., Robert H., Elword and Clarence died in infancy. An uncle of Mrs. Tyler is Capt. John Watts, who sailed vessels, operating floating stores on the Hudson, and becoming immensely wealthy.

CAPTAIN CORNELIUS B. CHATTERTON, more familiarly known all over the lakes as Niel Chatterton, was born at Ogdensburg, N. Y., March 22, 1844. He is a son of Jacob Chatterton, an old steamboat man and a bateau pilot on the St. Lawrence river before the days of steamboats, who was a Canadian by birth and died in 1889. He had quite a family of children, six besides the subject of this sketch, viz: Stephen, a lake and saltwater sailor; Michael and Edward, machinists; William, who died in Chicago in 1893; and two who died in early life.

Captain Chatterton obtained his education at his native place and Morristown, N. Y., not attending school any after he was eleven years of age, but by close observation he has come to be a well-informed man. At the age of eleven years he shipped out of Ogdensburg as boy on the schooner

Allegan, of Cape Vincent, remaining part of the season, which he finished in a sloop-scow that he had under charter to carry cordwood and tanbark up and down the river St. Lawrence. In 1856 he was master of the scow Sharp, and in 1857 was before the mast on the schooner Governor, of Kingston, owned by Captain Taylor. In 1858 he started out as a driver on the Erie canal, but by some misfortune had his team drowned at Syracuse, and was consequently discharged without pay. He then thought he would try his chances at New York harbor, and going to that place shipped on the ship Edward Hyman, bound for San Francisco. After three years knocking about in the western country, sailing mostly along the Pacific coast, he turned up in Chicago, as a substitute broker, and there resided and carried on that business about two years. An interesting fact is that he built the first recruiting office, on the ground now occupied by the Chicago courthouse, out of twelve-foot slabs, part of the cargo of a schooner, the capital stock in the enterprise consisting of twenty dollars, a half-interest being owned by Hiram Manuel, now a wealthy vessel owner of San Francisco. During the winter of 1862-63 the partnership was dissolved and Captain Chatterton did business, individually, in substitute brokerage in different parts of the country until about 1865, in the spring of which year he, with James Pringle, of Benton Harbor, bought the schooner Annie, of Bronson harbor. In October he sold his interest to a Mr. Black, and the vessel went ashore subsequently at St. Joe, Mich., drowning both owners. Captain Chatterton then shipped before the mast out of Milwaukee in the bark DeSota, which he left at Buffalo. He then went to New York City and shipped in the bark Kate Kelley, trading between that port and Aspinwall, and next took a couple of voyages in the schooner Jim, a small packet trading to the West Indies.

From that employment Captain Chatterton returned to the lakes and became mate of the bark David Morris in the lumber trade from Pidgeon river, Lake Huron, to Cleveland, and coal to Chicago, at which

latter place she was laid up at the close of the season. He was next mate of the schooner Rosa Dousman, which was lost on her first trip about two miles north of New Buffalo, Mich. The vessel was lying at the end of the pier, being loaded with cordwood, when the wind struck her from the northwest so close that she could not fetch out. They let go her anchor, but a gale of wind followed with such fury that the anchor chain parted, and the vessel went ashore on the ice which had formed an almost perpendicular wall some forty feet high. There she hung from 8 in the evening till 8 the following morning, with the sea running over her all night. About 1 a.m. one sailor perished, and about an hour afterward two more succumbed; but they were made fast to the main boom. At about 8 a. m. the people of New Buffalo came down, and a line was passed to them so that the remainder of the crew—the captain, the mate (Chatterton), the cook and one sailor—were taken off. He was next mate and sailing master of the schooner Kitty Grant for about four months in the trade to White Lake, Mich., and for the rest of the season he was mate of the Kate Darley, out of Chicago. For the succeeding season he was mate of the propeller Omar Pasha and steam barge Dunbar, of Chicago. He now returned to mate's berth in the Kate Darley, and from her went on similar berth in the Equator, after a trip and a half becoming her master, and so remaining until she was lost off the dock at North Manitou island November 6, 1869. He was next master of the propeller Lady Franklin, with which he did some wrecking work for the schooner Hammond, ashore on North Manitou island. For this service he received \$1,600, after a period of seven years spent in litigation in Chicago. The Franklin was subsequently refitted, and used in the trade to Green Bay along the shore of Lake Michigan in opposition to the Goodrich line, and later sold to Cleveland parties. That season (1870) was finished by Captain Chatterton as master of the schooner A. Rust. In 1871 he was mate of the tug Bismarck, towing barges from Chicago to Buffalo, and he was also in the Bismarck three trips in 1872, thence going to Cleve-

land and bringing out the steam barge Michael Groh. He returned to the Bismarck and because the master left to go into the Messenger he filled master's berth until the close of that season. In the spring of 1873 he made a couple of trips to Chicago as mate of the passenger steamer India, but finished the season as master of the schooner Annie Sherwood.

Until August of 1875 Captain Chatterton was interested in a saloon at the corner of Water and Wells streets, Chicago, when he fitted out an expedition to go to Lake Erie, to search for a cargo of whiskey sunk off Monroe, Mich.; but at the end of three months he returned to Chicago unsuccessful. In 1876 he was mate and sailing master of the steambarge Leland, and continued until July, 1877, when he transferred to the propeller Norman, which was made over into a lumber barge at Milwaukee. In 1879 he was mate of the Japan, of the Anchor line. The following season he made two trips in the Japan, and then became master of the India, in which he remained till the close of the season of 1883. He was in the India, on Lake Superior, during the big blow of 1880 when the Alpena went down in Lake Michigan, and was in the trough of the sea for fourteen and one-half hours, shifted her upper masts, and she was finally pulled out.

In 1884 he was master of the steamer Oneida from Chicago to Ogdensburg, N. Y., and the following season he was for part of the time master of the excursion steamer Pickup, which he chartered at Marine City to run on Niagara river. He was also mate and pilot of the steamer H. E. Packer, which he laid up at Chicago after a trip so late in the season that he crossed Saginaw bay on Christmas eve, and on Christmas night went through Mackinac straits without a light on his way up. In 1886 he was master of the steamer New York, in the trade between Chicago and Muskegon, and between Chicago and Georgian bay, which went ashore on November 22 at Cordwood Point, Lake Huron, but which he finally laid up at Chicago. In 1887 Captain Chatterton bought the schooner C. A. King, of which he was master four seasons, selling her in June, 1891, and

finishing the season as master of the Toledo. During the season of 1896 he bought the steamer Harbrecht and barge Camphor, which he runs with excursion parties in connection with his liquor business, which he carries on at No. 120 Main street, Buffalo. These vessels he sold, however, in the fall of 1897.

The Captain has had a long and successful experience in the navigation of the Great Lakes, sailing in his time some of the best boats of the lakes, and has had many trying times, such as would test the courage of any man. Because of his coolness in all times of danger, he has invariably reached port in safety, and on occasions when other men have given up the ship. He is a member of the Ship Masters Association, carrying Pennant No. 367, and of local Harbor No. 41, of the American Association of Masters and Pilots; socially, he affiliates with the Elks, the Masons (Blue Lodge and Chapter) and Knights of Pythias. He was married in 1884 to Miss Eliza Crabb, of Erie, Penn., and they reside at No. 120 Main street.

ENGINEER ARTHUR ARMSON is one of the most prominent and best qualified engineers sailing out of Port Huron. He is very popular in the marine engineers' fraternity, having been a charter member of the Port Huron Association, which was organized in 1884, and was chosen its first chaplain; he has also filled the office of financial secretary, and is at this writing serving his seventh year as treasurer. He is a son of John and Amy (Camp) Armson, and was born at Attleborough, Warwickshire, England, January 11, 1857. His parents were natives of England, removing, in May, 1862, to London, Ont., thence in October, 1864, to the United States, locating in Port Huron, Mich., where both passed over the silent river, the father on May 31, 1874, at the age of sixty-six years, and the mother on May 30, 1887, aged sixty-eight years.

Mr. Armson, the subject of this sketch, attended the public schools at Port Huron, finishing his education during the winter months at a private school for young men. In 1872 he entered the employ of the

Phoenix Iron Works as an apprentice, and served four years, thus laying a good foundation to become a skillful machinist and engineer. After the expiration of this period he went to Cheboygan, and worked about six months in Mr. Perry's machine shop. In 1878 he applied for a marine engineer's license, passed a successful examination before the local inspector, and shipped on the tug Wesley Hawkins, now the James Baird, for a short time, and the next spring was appointed second engineer on the steamer M. F. Merrick, followed by a season on the steamer Burlington. In the spring of 1881 he was appointed chief engineer of the steamer M. F. Merrick, and the next season chief engineer of the tug W. B. Castle. During the year 1883 he worked in the Phoenix Iron Works, followed by a season as second engineer on the steamer Ira Chaffee, passing the winter in the machine shops of Fitzgeralds and the Phoenix Iron Works. In 1885 and 1886 he engineered the Canadian tug Jessie, working the winter of 1886 and 1887 in the shop of Samuel F. Hodge, of Detroit, followed by a season on the ferry steamer Omar D. Conger, plying between Port Huron and Sarnia, working that winter in the shops of the Phoenix Iron Works.

In 1888 he put in the machinery and brought out the new steamer Miami, and as it was part of his duties while working for the Phoenix Iron Works, he turned her over to the purchaser and returned to the shop, and put in the machinery of the steamers Pawnee, P. J. Ralph, and brought the Aztec out new in 1889, for the Marine Transit Company. His next steamer was the Toltec, in which he put the machinery, and was her engineer for three years, and in 1893 brought out new the steamer L. R. Doty, owned by the Cuyahoga Transit Company, remaining on her the entire season. He then returned to the shop to fit out the steamer H. E. Runnell, owned by the Jenks Shipbuilding Company. In 1895 he brought out new the steamer Linden as chief, and retained that berth two seasons. By this time the company had another steamer ready, and in the spring of 1897 he brought out the Black Rock, named after the town of

Black Rock, below Buffalo, to which her cargoes were consigned, and ran her engines during the seasons of 1897-98. As Mr. Armson is industrious and thrifty, he works each winter in the machine shops of the Phoenix Iron Works. Besides being a member of the Marine Engineers fraternity, he is a Royal Arch Mason and a Knight of the Maccabees.

October 7, 1878, Mr. Arimson was united in marriage to Miss Mary E., daughter of Peter and Ellen Mullen, of Port Huron, Mich. Two children have been born to this union, Albert J. and Ella Maud. The son, who is ambitious to advance, after receiving a liberal education in the public schools of Port Huron, took a course at the commercial college. He has adopted the same profession so ably followed by his father, and in the spring of 1894 he shipped as watchman on the steamer H. E. Runnells, and in 1896 on the steamer Linden as fireman; the next season he was oiler on the steamer Centurion, followed by a season in the same capacity on the steamer Chili.

CAPTAIN DANIEL MCLEOD was born on Prince Edward Island in 1835. After receiving a public-school education such as the youth of that day were blessed with, and boating about until 1852, he shipped on the American schooner Reward, of Newburyport, Mass., plying in the fishing trade between the Gulf of St. Lawrence and Boston and other ports.

In 1855 the Captain was appointed master of the schooner Garland, of which he was part owner, and remained on her seven years, coasting in the winter and fishing in the summer. In November, 1861, he shipped as mate on the schooner Gold Hunter, one hundred and twenty tons burden, Capt. Neil McKay, out of Prince Edward Island, bound for New York. During the passage she was blown out of her course, and on the 1st of January, 1862, was entirely dismasted. The schooner from that date drifted along like a derelict until May, when the crew (five all told) were picked up by a brig bound for the Barbados, from which place they were shipped to Halifax, arriving in June, 1862. During the time the Gold



Sam L. McLeod

Hunter drifted as a derelict the crew, after the provisions were exhausted, lived on the oats with which the schooner was loaded from February 10 to April 1, when they boarded a West Indiaman, the master of which refused to take them off, but furnished them with a barrel of flour, a barrel of hard bread, and some pork.

In 1863 Captain McLeod shipped on a coasting vessel out of Boston; in 1865 shipped as second mate, and afterward became mate on the schooner Rachel Seaman, hailing from West Dennis. In 1865-66 he went as mate on the barque Charles and Edward; in 1867 he removed to Buffalo, shipped one trip on the schooner Pamlico, and then went on the schooner St. Lawrence for one season, continuing on her as mate the two following seasons. In 1869 he was made mate of the schooner William Grandy, which position he held the following season also. He was then appointed master of the schooner St. Lawrence. In the meantime he removed to Chicago, and after the Chicago fire he stopped ashore and engaged in business as a ship carpenter and rigger until 1887, in which year he was appointed inspector for the manager of Inland Lloyds, and in January, 1890, was appointed manager. In this capacity he was stationed three years at Buffalo and one year at Detroit, and has at this writing (1898) been stationed three years in Cleveland. Socially he is a Knight Templar, a member of St. Bernard Commandery, Chicago; belongs also to the Mystic Shrine in Buffalo, and to the Consistory in Detroit.

Captain McLeod was married in 1863, to Miss Mary Palmer, of Halifax, Nova Scotia, and has one daughter, Olive Genevieve.

FREDERICK POTTS is a Canadian by birth, and a son of Walter and Eliza Potts. Walter Potts was a farmer near St. Catharines, Ont., where the subject of this sketch was brought up. There were three other sons in the family: William, a butcher, who is now residing at Vassar, Mich.; Calvin, a farmer near Vancouver, B. C.; and Walter, who was with the American Express Company at Niagara Falls, but died in 1896.

Frederick Potts, the subject of this sketch, was born November 25, 1853, at Niagara-on-the-Lake, and when three years of age moved with his parents to St. Catharines, Canada, where he attended school until about seventeen years of age, and also learned his trade of machinist. In 1873, after working for a period of four years in the machine shops of C. M. Abel and Yale & Co., at St. Catharines, he began his active life on the lakes by shipping out of that port as second engineer of the steamer Dominion, owned by Sylvester Neelon, on which he remained one season. The succeeding season he was second engineer of the Europe, owned by the same person, and, the season following that, of the Scotia, owned by James Norris. For the seasons of 1876-77 he was chief engineer of the side-wheel steamer Winona in the passenger excursion trade on Muskoka lakes, Canada. In 1878 he was for a couple of trips chief of the Calabria, three trips on the Europe in the same capacity, and then remained ashore for the rest of that year as machinist in Smith's saw works at St. Catharines. In 1879 he became chief engineer of the Lothair, owned at Port Hope, which he fitted out at Chicago. That fall he went to Buffalo, and during the winter of 1879-80 worked in David Bell's machine shop; in 1880 he was in the employ of the American Starch & Sugar Works as machinist. In 1881 Mr. Potts entered the service of the Anchor line, beginning as second engineer of the Annie Young for that season; for that of 1882 he was second engineer of the Clarion; 1883 second of the Juniata and chief of the Annie Young; 1884-85-86-87 he was chief of the Wissahickon, and for the year 1888 chief of the Lehigh, thus making eight successive seasons spent in one employ. In 1889 he was chief of the Progress, owned by the Chapin Mining Company, in the ore trade from Escanaba to Lake Erie ports, and in 1890 of the Nyanza, owned by McBrier & Carter, of Erie, Penn. In 1891 Mr. Potts entered the employ of the Northern Steamship Company as chief engineer of the Northern Wave, and the company showed a proper appreciation of his competence by retaining him in that berth continuously until the close of

the season of 1896, he being in this employ for six years. In August, 1897, Mr. Potts was made chief engineer of the Evans Estate Building, occupied by Flint & Kent, which position he still holds.

Mr. Potts was first married, in 1874, at St. Catharines, Ont., to Miss Charlotta Lawrence, by whom he had five children, two of whom, Walter and Frank, are now living; Walter learned the machinist's trade with Wright & Cunningham, of St. Catharines, and is likely to follow in his father's footsteps. Mr. Potts' second marriage took place on November 14, 1895, when he was married to Miss Matilda Smith. They reside at No. 225 Maple street, Buffalo, New York.

WILLIAM ERSKINE, superintending engineer of the large planing-mill of Lee, Holland & Co., Buffalo, N. Y., is a native of Glasgow, Scotland, having been born in that city October 31, 1850. His father, William Erskine, married Ellen Spears, in their native country, and they came to the United States about the year 1886, making their home in Buffalo, where they still reside.

Our subject's early education was obtained in his native place, and he also spent seven years there learning the machinist's trade. At the age of twenty-one years he came to Buffalo, and began by working here at his trade in Bell's machine shop, where he continued one year. In the spring of 1873 he began life on the lakes as oiler on the steamer China, of the old Anchor line, where he remained one season. He followed this with one season in the India, transferring from that boat to the Gordon Campbell as chief engineer, in which berth he remained for three years, and then went for four years as chief of the Delaware. His last employment was with the Anchor line as chief engineer of the Susquehanna, on which he served three years, thus making sixteen years in all in their employ. For the two years following he had charge of the Three Canals and Free Trade elevators. For seven winters during his employment with the Anchor line he superintended the repairing and overhauling of steam canal-

boats in New York, New Jersey and Brooklyn.

In the fall of 1888 Mr. Erskine went into the Northern Light, of the Northern Steamship Company, and in the spring of 1889 fitted her out and engineered her until July 3, 1890. On July 5, 1890, he was transferred to the Northern King, was aboard of her two trips, and then went into the Northern Queen, where he remained the balance of that season and part of 1892. On September 15, 1892, he took charge of the machinery of the Cayuga, finishing the season in that boat, and making extensive repairs on her. He then came to work for Lee, Holland & Co., in their extensive planing-mill, and has remained with them continuously up to the present time. During his stay with them he has made extensive alterations in their machinery department, and will undoubtedly remain on shore and in his present employment the balance of his life.

Mr. Erskine was married in New York City, March 23, 1876, to Ellen McClelland, who was also born in Glasgow. Their children are as follows: Nellie, Agnes, Frank, Donald Bernard and James William. The latter is seventeen years of age, and is learning his trade in Trout's machine shop. Mr. Erskine is a Master Mason, a member of Erie Lodge No. 161, and for over eighteen years has been a member of the Marine Engineers Beneficial Association, also member of the Stationary Engineers Association No. 50. Mr. Erskine has one of the most responsible positions of its kind in the city of Buffalo, New York.

JACOB A. NOBLE has been for many years a prominent engineer sailing out of Milwaukee, but in 1898 he entered the employ of the Wisconsin Milling Company as chief engineer. He has been endowed with many good qualities of head and heart, is generous and companionable, and now holds a responsible position. He was born January 21, 1847, at St. Catharines, Ontario, and is the son of Jacob and Elizabeth (Campbell) Noble. The father was raised near Kingston, Ontario, and after leaving home he went to St. Catharines, where he soon displayed an aptitude for business, and

finally founded a large axe factory, to which in the course of time he added a large flouring mill, but suffered reverses during the financial crash of 1857. He joined the silent majority in 1861. The mother was born near Belfast, Ireland, and was a descendant of Colin Campbell; her father was a captain in the Scots Grays, a famous British cavalry regiment, and on being retired on half-pay crossed the Atlantic with his family to locate a government grant of land near Toronto. The family had carried on a factory for the manufacture of lace previous to their emigration to the New World. The mother of our subject died in 1874.

After attaining a good public-school education in St. Catharines, Jacob A. Noble spent some time as a clerk in a dry-goods store, but that occupation being too confining he adopted the life of a sailor, going to Port Colborne and shipping on tugs operating on the Welland canal, among them the Minnie Battle and Florence. He also acted as engineer of a dredge, doing contract work at Bay City. In 1872 he was appointed engineer of the steamer Florence, plying in the Detroit and Windsor ferry line. The next year he applied for American papers, which were granted by Mr. DeForest, of the Cleveland district, and was appointed second engineer of the steamer R. J. Hackett. His next berth was in the steamer Forest City as second with his brother William, and after two seasons he was appointed chief engineer of the steamer Alpena. He then moved to Milwaukee and shipped as chief engineer of the steamer Susquehanna. After sailing for a number of years as chief of lumber barges, which included the Hickox, Hilton, Almedinger, Neptune and Fayette, he entered the Milwaukee Cement Works as engineer. Owing to some change in the company Mr. Noble, in 1891, returned to the lakes as second engineer of the steamer George H. Dyer, followed by a season as second in the Thomas Davidson. In the spring of 1893 he was appointed chief engineer of the Thomas Davidson and ran her for four seasons, always with satisfaction to everybody concerned. In the spring of 1897 he transferred to the John Duncan as chief, closing the season in the

Fred Pabst, and at this writing he is chief engineer of the Wisconsin Milling Company, of Milwaukee. He has twenty-four issues of license.

His brother, William Noble, who is also a resident of Milwaukee, sailed as chief engineer of many steamers, among them being the R. J. Hackett, Forest City, and Amazon, and since 1882 has been superintendent chief engineer of the Wolf and Davidson line of steamers.

In November, 1888, Jacob A. Noble was wedded to Miss Catherine Rung, of Milwaukee, and they reside at No. 972 Scott street, Milwaukee, Wis. Socially our subject is a member of the Marine Engineers Beneficial Association, No. 9, of Milwaukee, and is vice-president of that body.

CAPTAIN MICHAEL CARR, a man well known about the harbor of Buffalo for many years and on the lakes as well, was born in County Monaghan, Ireland, December 25, 1844. He was brought to this country by his parents when he was about six months old and received a common-school education in Public School No. 3, at Buffalo. His father, John Carr, was for many years teamster for H. W. Hager & Co. His mother's name was Bridget Clark.

Captain Carr began his practical life very early, becoming a ferry boy on Buffalo creek at the age of ten years. His next employment was as cook on the schooner Post Boy, on which he remained three months in 1855, and was before the mast on the schooner J. W. Lyon for the rest of the season. In 1856 he went to New York, where he shipped as royal boy, and later as seaman on the packet ship Shamon, which hailed from Bath, Maine. She belonged to the Black Ball line, from New York to Liverpool, and carried passengers. After a year in this service he shipped as ordinary seaman on the Old England, from Liverpool to New Orleans, and went as pilot on the steamboat Elephant, which plied the Mississippi from New Orleans to St. Louis. At the end of three months he left that employ, transferring to the Unicorn, which ran between New Orleans and Cincinnati, and was her pilot for three months, at the end of

that time returning to Buffalo. In 1859 he shipped before the mast on the bark Morgan, remaining on her three seasons, the last one, however, as second mate. In 1862 he became master of the schooner Henry Norton, out of Sheboygan, Wis., in the lumber trade between Green Bay and Chicago, and was with her two seasons. She was the only standing keel boat on the lakes at that time.

In 1864 Captain Carr returned to Buffalo and became master of the harbor tug Q. L. Swift, continuing on her three seasons, and was part owner as well as master. During the latter part of the season of 1867 (November 22), the Swift was lost a few miles out of Buffalo harbor in a heavy gale; she left Buffalo about seven o'clock in the evening, and when about six miles out, off Windmill Point, the tug sprang a leak in her stern pipe; about two o'clock in the morning of the succeeding day she filled and went down. Before she sank, however, Captain Carr and the crew, realizing the inevitable consequence then in prospect, tore loose the roof of the pilot house and some doors and made a raft. Upon this improvised life boat they jumped and with wind and sea to propel them drifted to the Niagara river, passing the dummy light about four o'clock. As they found themselves carried along by the current of the river they made an outcry, which was fortunately heard by Daniel Mahanny and John Moore of the car-ferry boat International, who put out from the shore in a small boat and succeeded in rescuing them and landing them on the Canadian shore. The proprietor of the American hotel at Victoria was roused, and the men were all made comfortable until such a time as they were able to travel, when they left, and made their way to Buffalo to report the loss of their tug at the office. Captain Carr has always been known as a man who does not use liquor of any description, and even on this occasion when he arrived at the hotel above mentioned, after being in the cold and wet for many hours, he declined the whisky-freely offered, going out into the snow, which was two feet deep, and running backward and forward to get warm rather than use whisky for that purpose. The

cook of the Swift, Hugh Moore by name, some time afterward composed a song entitled "The Loss of the O. L. Swift."

In 1868 Captain Carr bought the schooner Chisholm, and was her master for a period of three years. She was lost on November 30, 1871, off Iron Bound Coast, seventeen miles east of Erie, Penn. The accident happened on the mate's watch and while the master was asleep. She mist-stayed when too close to shore, went on the rocks, and was in pieces in three days. In 1872 Captain Carr made another purchase, this time buying the schooner H. D. Root, of which he was master and owner one season, selling her at the end. The next season he was master of Buffalo harbor tugs. In 1874 he bought the schooner Almada, plying between Buffalo and Chicago, and was her master and owner for three years, at the end of which time he sold her also. In 1875 Captain Carr became master of the Charles C. Ryan, a propeller, which during the latter part of the season, while on Lake Huron with two vessels in tow, loaded with ice, on her way to Buffalo, sprang a leak. The master let go his tug line and started for Sand Beach, hoping to reach shallow water and run her aground, but at eleven o'clock in the evening she had ten feet of water in her hold and soon after went down. The mate, who insisted on taking his chances on an impromptu lifeboat made out of the cupola of the steam dome, was not seen or heard of after the steamer sank; but the crew, who took the regular lifeboat on the advice of the captain, were picked up after a fatiguing cruise of three days, without food, by Captain Mahoney, then sailing a Canadian schooner, and subsequently reached Buffalo from Port Huron. Captain Mahoney was afterward rewarded by the United States Government with a handsome two-hundred-and-fifty-dollar gold watch for meritorious services in this, and one previous instance, where he had rescued American sailors from drowning.

During the season of 1876 Captain Carr was employed about six weeks carrying out his contract for getting the schooner Gardner off Rose's Reef, Canada, and from that

time has been engaged in business on shore. In addition to the services above narrated, Captain Carr served as wheelsman on the old steamer *Globe*, deck hand on the *Dewitt Clinton*, wheelsman on the *Plymouth*, second mate of the *Plymouth* and wheelsman on the propeller *Scotia* each a season, watchman on the side-wheel steamer *Fashion* half a season, and master of the schooner *Fair Play* on Lake Michigan two seasons. The last named vessel was sold at New Orleans. He also built the following steam-yachts: *Two Brothers*, which was sold to the city authorities of New Orleans as police patrol; *Edward B. Smith*, which was taken to and sold on the Ohio river; and the *Eugene A. Galvin* (named from the son of Capt. Michael J. Galvin, supervising inspector for the Ninth District of Buffalo), which he took to and sold at Houston, Texas. He also built the barge *Point Abner*, and was her master two seasons. He was also made master of the side-wheel steamer *Harrison* a couple of seasons, the *Pearl* one season, and the old steamer *Gazelle*, formerly owned by John P. Clark, of Detroit, part of a season. He is not steadily engaged in business at present, but will occasionally accept a good paying diving job. Captain Carr was a charter member of the Buffalo Harbor Tug Pilots Association.

On February 18, 1858, our subject was married at Buffalo, and is the father of four children: Peter S., now (1898) aged thirty-seven years; Elizabeth, aged thirty-five, who is the wife of John Hartnett, a clerk in the commission house of J. J. White; Edward, thirty-two years of age, at present master of the State tug *Queen City*; and William F., aged twenty-three years.

CAPTAIN WILLIAM G. FOX was born at Titusville, Penn., September 25, 1873, one of three children, two sons and a daughter, of William and Louise (Musson) Fox. When about seven years of age he moved with his parents to Buffalo, N. Y., where he attended public school, and, during two seasons of that time, also worked on and around the docks as errand boy, etc., for the old Cotter Tug line. Subsequently, when the line changed its name to Cotter & Schriver,

he went into the office, and practically assumed the management thereof, acting in that capacity until the spring of 1895, when the Game Cock Tug line was organized by Eli Schriver, John Killelia, both old-time tug men and masters, and himself, their docks and office being located at the foot of Commercial street.

Captain Fox, not being contented with mere theoretical ideas of tugging, took up the practical end as well, and during the last year of his employment with Cotter & Schriver, also the season of 1895-96, served his apprenticeship on various tugs of the lines mentioned so successfully that pilot's papers were issued to him in the season of 1897. It must be admitted that the record enumerated is a remarkably successful one, and shows what pluck and perseverance can accomplish if directed in its proper course.

Captain Fox is an unmarried man, and resides with his parents and one brother, Charles W., and a sister, Daisy L., at No. 756 Washington street, Buffalo, N. Y. He is a member of the Buffalo Harbor Tugs Pilot Association.

CAPTAIN JOHN MURPHY is one of the oldest tug men in Buffalo harbor. He is certainly fully as well known as any of them, and his mind is replete with reminiscences respecting the early navigation of Buffalo creek and Niagara river. He is the son of Patrick and Mary (Donlon) Murphy, the former of whom was a carpenter by trade, coming from County Clare, Ireland, to America in 1848, and locating in Buffalo.

Captain Murphy was born in County Clare, Ireland, June 29, 1847. He was educated in the public schools of Buffalo, and graduating from there he went to a farm in Allegany county, N. Y., where he remained about two years. His first enterprise in connection with lake traffic was the purchase of the ferry scow, with which he made a living for himself and parents, part of a season ferrying on Buffalo creek. During the season of 1861, he was fireman on the tug J. W. Peabody, following that employment by working the necessary number

of years in the Bell and the Buffalo Iron Works, learning the trade. For twenty-one years he has been either engineer or master of harbor and other tugs at Buffalo, Detroit, Chicago, New York and Baltimore, his last service being in 1884 upon the tug Dave and Mose, of which he was master and part owner. He has had pilot's license for six years and engineer's papers ten years. He has been a member of Local Harbor No. 41, Buffalo Harbor Masters & Pilots Association since its inception.

Captain Murphy married Margaret Higgins at Buffalo in April, 1883, and they have the following named children: Charles, George, Grace, Joseph, Alice and Gertrude. The family reside at No. 499 Fargo avenue, Buffalo, New York.

CAPTAIN JOHN DOHERTY, master of the steamer Japan. As master of this passenger steamship, plying between Buffalo and Duluth, the subject of this notice is well and widely known in marine circles. He was born in Woolwich, England, in 1856, and until he was ten years of age resided with his parents on the Isle of Guernsey, where he attended school. At that time the family came to the United States, settling in Boston, Mass., where young Doherty completed his school life.

Until he was fourteen years of age our subject sailed as cabin boy on coasting schooners, and then shipped for two years in the Lady Gordon, of England, also as cabin boy. For three years he was lookout and wheelsman on coasting vessels, also with the Anchor line of steamers, and in 1875 became wheelsman for that line. In 1880 he became second mate on the Alaska, holding that position four years, and for three years thereafter was first mate of the same vessel. In 1886 he was made mate of the steamer Conestoga, and in 1887-88 he served in that capacity on the Clarion, of the Anchor line. In 1889 he became captain of the Alaska, and sailed her as such for three years, when he brought out the new steamer Schuylkill, the first "straight-back" steamer built, which he sailed for three years. In 1896 he was made captain of the steel steamer Japan,

carrying passengers between Buffalo and Duluth, and is still master of that magnificent boat.

Captain Doherty was married, in 1884, to Miss Teresa Jordan, of Buffalo, and they have three sons and two daughters. He resides with his family at No. 204 Vermont street, Buffalo, New York.

CAPTAIN LEWIS HANCOCK POWELL, the genial and successful commander of the steamer John Plankinton, was born in Cleveland, Ohio, on April 14, 1856, a son of John Hancock and Isabella (Buttersley) Powell. His father was a native of Vermont, and his mother of Belfast, in the North of Ireland; she came to the United States with three brothers, who later returned to Belfast, where the family yet reside, and engaged in the wholesale book business. The sister remained in this country, and was married to Mr. Powell at Huron, Ohio, by her guardian, Rev. Samuel Marks. When John Hancock Powell was about three years of age he was brought west by his father, Albert Powell, who first went to Indiana, and afterward to Cleveland, Ohio, where, on what is known as Whiskey Island, he went into business, which he carried on successfully and which afterwards developed into what was known as the Powell Tool Company, the largest concern of its kind in the country, at the same time owning several vessels; he remained at the head of the company until 1868, when he sold his stock and withdrew from the business on account of ill health, dying soon afterward.

John Hancock Powell commenced to sail when he was but twelve years of age, and followed the lakes many years; among the boats on which he acted as mate were the Invincible and the D. P. Dobbins. He is yet living near Ashtabula on his homestead farm, the mother having died in 1864. Their sons are both master mariners; Frank B. being in command of the steamer George Spencer, and Lewis H., of the John Plankinton.

Lewis H. Powell acquired a liberal education in the public schools of Cleveland, and in 1871 shipped on the scow Lime

Rock, where he remained but three months, shipping then on the steamer William M. Tweed, as porter. In 1873 he became wheelsman on the steamer Annie Smith with Capt. M. H. Murch, transferring the next year in the same capacity to the steamer D. W. Rust, L. C. Butts, M. R. Warner and H. D. Coffinberry. In the spring of 1875 he shipped as wheelsman on the steamer Sarah E. Sheldon, holding the berth four seasons, and in 1879, after wheeling two months on the steamer Sparta, was appointed second mate, remaining with her until 1883, when he was appointed mate of the steamer J. S. Fay, closing the season. The next two seasons he joined the steamer Sparta as mate, and the next season became mate of the Siberia. In the spring of 1887 Captain Powell entered the employ of R. P. Fitzgerald & Co., as mate of the steamer W. M. Eagan, and after two years in that office he was appointed master of the Eagan, and sailed her two seasons. In the spring of 1891 he was appointed to his present command, the steamer John Plankinton, which he has sailed successfully nine consecutive seasons, and has had the good judgment not to lose vessel or man. He has eighteen issues of first-class papers.

Socially Captain Powell is a member of the Ship Masters Association. In Masonry he has reached the degree of Knight Templar; and is a member of the Eastern Star, Knights of Pythias, and of the order of Elks. During the winter months he retires to his farm near Ashtabula, Ohio.

CAPTAIN JOHN KUHN has been unusually successful in his maritime life, having succeeded by good business qualifications, practical seamanship and industry, in acquiring an interest in several profitable cargo carriers. He was born in Detroit, Mich., April 19, 1843, a son of Christopher and Abbie (Nobledt) Kuhn, both of Alsace, France, now a province of Germany.

As Alsace has from time immemorial been a bone of contention between France and Germany, and has been ceded back and forth by these powers several times, it was incumbent upon the inhabitants to learn both the German and French languages.

Thus it transpired that Captain Kuhn's parents were masters of both, though they preferred to owe allegiance to France, and to use that vivacious tongue. They came to the United States in 1835, locating in Detroit, Mich. Here they met for the first time in the old "Michigan Exchange Hotel," and soon afterward were married. The father was a shoemaker by trade, and it was not long after their marriage that they removed to Newport, now Marine City, Mich., as pioneers, and where he started in business, conducting the same with fair success until his death, which occurred in 1873. The mother, who is still living in Marine City, makes her home with her son-in-law, Capt. M. Sicken, a large vessel owner, who married her daughter, Mary Louisa. The other children of the family were George M., a well-known lake master, who died in 1883; Charles, a merchant tailor, doing business in Cheboygan, Mich., and Augusta, who married John Drawe, also a merchant tailor of Marine City.

Capt. John Kuhn, the subject of this sketch, was about eight months old when his parents removed to Marine City, and it was there that he acquired his rudimentary education. It was in the spring of 1858 that he first took to the lakes, going as cabin boy on the passenger steamer Comet, on which he met a companion of about his own age named Howard Towl. Towl, for some misdemeanor, was put on the dock at Chicago, and, boy-like, young Kuhn quit and joined him. They both got passes from Capt. P. Clark, of the Marquette, and were taken to Detroit. This was Captain Kuhn's first visit to that city, and here he shipped on the side-wheel steamer Planet as third porter, and the next season became first porter on the propeller Montgomery. The next eight years were passed on various vessels, beginning as cabin boy on the steamer Dart, plying on the St. Clair river; then rising to watchman on the Ruby; and later on acting as wheelsman on the tugs Dart, Kate Williams, and Michigan, which was afterward converted into a man-of-war; and was on the steamer Reindeer on the St. Clair river. At the time of the uprising between the North and South he entered the

navy, where he remained thirteen months and five days, serving on the gunboat Tomah, then on the Cincinnati, which he laid up at Algiers, a port opposite New Orleans; then brought the schooner Kitty Tince to New York and laid her up at the Brooklyn Navy Yard, and was discharged. In the spring of 1867 he became wheelsman on the steamer Salina, and the next year filled the same office on the Sanilac with Captain Fish. In the spring of 1869 he shipped as watchman on the passenger steamer Lac la Belle, plying between Cleveland and Lake Superior ports, and was at the wheel when she was sunk in a collision with the steamer Milwaukee at South East Bend, St. Clair Flats, three lives being lost.

In the spring of 1870 Captain Kuhn was appointed mate of the steamer Trader, holding that position two seasons, being promoted to first mate the next year. That winter he worked in Langall's shipyard in Marine City. In the spring of 1873 he came out as mate of the steamer D. F. Rose. The next year he purchased an interest in the schooner C. L. Young, assumed command and sailed her ten seasons with good business success, and then sold her to Capt. Joseph Shackett. During the winter of 1883-84 he superintended the construction of the steamer M. Sicken, in which he owned an interest, brought her out new in the spring, and sailed her for fourteen consecutive seasons. In the meantime he purchased interests in the towbarges Charles Spademan, E. J. McVeigh, and the schooners Melvina and Levi Rawson, selling his share in the last named, however. With the M. Sicken he tows the two barges in the lumber trade and is doing a fair business. During his experience as master he has been instrumental in saving the crews of the Norman and Jack, sunk during a collision in Lake Huron. Socially, he is a member of the C. M. B. A. and Arbiters.

In January, 1879, Captain Kuhn wedded Miss Mary A. Kobel, daughter of Henry Kobel, of Marine City, Mich. The children born to this union are: John, who died young; Henry, now wheelsman in the steamer M. Sicken; Gertrude, Frank and

Fred, who are attending school. Captain Kuhn and his family make their home in Marine City, Michigan.

Mrs. Kuhn's father was also a lake master, his last boats being the Gardner and William Brake; the other members of her family were Susan, who became the wife of Captain Moneghan, hull inspector of the Duluth district; Charles, mate on the steamer M. Sicken; James, master of the schooner Levi Rawson; and George, who has sailed as master of tugs in St. Louis bay, but is now conducting a meat market.

CAPTAIN ROBERT H. JOHNSTON was born in New York City in 1851, and removed to Buffalo with his parents in 1854, where he attended school for a short time.

At the age of ten years our subject became a ferry boy on Buffalo creek, at which occupation he earned considerable money for one so young. His first experience on the lakes was on the bark D. P. Dobbins, with Capt. James Todd. He then went tugging out of Buffalo harbor for six years, during which time he held several places on the schooners American Giant and Weaver, and on the tugs Jones, J. C. Harrison, Compound, B. F. Bruce, the barge Ajax and the river tug Gladiator. He was on the J. C. Harrison when she got a line in her wheel and went ashore between Silver Creek and Sturgeon Point, when the crew was taken off by the tug Compound. In the spring of 1879 he shipped on the schooner Sam Flint as seaman for one season, and in 1881 on the schooner L. J. Farwell, of Sandusky, and the next spring, 1882, was appointed mate of the schooner Goodell, holding that position three seasons. In 1885 he stopped ashore and entered the employ of Bousefield & Co. in their woodenware works in Bay City, where he remained six years.

In the spring of 1891 he again took up his lake-faring life as mate of the schooner Sweepstakes; in 1892 he was appointed master of the pleasure boat Maid of the Mist, stationed below Niagara Falls, and held this berth four seasons, alternating, however, with the tugs Cascade, Johnson and Dimick before and after the summer

seasons at the Falls. He has also served two seasons as master of tugs in the employ of the Buffalo Dredging Company. He is a member of the fraternity of Odd Fellows, and of the Buffalo Harbor Tug Pilots Association, Harbor No. 41.

STEPHEN L. NEWNHAM, a prominent engineer sailing out of Saugatuck, Mich., is a man of many good qualities, both of head and heart, and has the confidence and esteem of the Marine Engineers Beneficial Association, of which he is an efficient member. He is a charter member of Lodge No. 67 of that body, and has filled the office of president three years, vice-president one year, and was chosen to represent his lodge as delegate to Washington in 1896.

Mr. Newnham was born in London, England, September 9, 1845, a son of Ricard B. and Hannah C. (Harrison) Newnham. His parents were natives of England, the father being born in London, the mother in Staffordshire. During his residence in London the father was captain on the police force, and was advanced to the office of inspector, being stationed at the Bow street police station. In the fall of 1861 he came to the United States, locating first in Cleveland, Ohio, and in that year, at the opening of the Civil war, he enlisted in the United States navy, and was assigned to a gunboat on the Mississippi river. He took an honorable part in the assault on Vicksburg, Miss., and was with the fleet that ran the batteries of Island No. 10, and in other important engagements in which that fleet participated. In 1864 he accompanied Gen. Banks' expedition up the Red river, the objects and success of which are fully detailed in history. He was honorably discharged in 1865, at the close of the war, and went to Saugatuck, Mich., where he purchased a plat of land, and then sent to England for his family, who had resided in Greenock during his absence of four years. They arrived February 19, 1866, and proceeded to Saugatuck to enjoy the home prepared for them, and where they still reside, the father having passed his seventy-ninth birthday on May 24, 1898, and the mother her eighty-first in August, of the same year. He is an ardent

member of the Grand Army of the Republic, and commander of the post in Saugatuck. He has been justice of the peace in that city twenty-four years, school director sixteen years, and has also filled the offices of township supervisor and township clerk. Up to the time he retired from active life he was engaged in the shoe business.

Stephen L. Newnham, the subject of this sketch, attended the penny schools in London, England, and the public schools in Saugatuck, Mich. He learned the blacksmith's trade with John Priest, serving a three-years' apprenticeship, but in the spring of 1877 he shipped on the steamer R. C. Britain as fireman, remaining on her two seasons. He then took out engineer's papers and was appointed first assistant on the passenger steamer G. P. Heath, filling this position on her two seasons. This was followed by a season on the steamer Mary Groh as second. In the spring of 1882 he was appointed chief engineer of the G. P. Heath, plying between Saugatuck and Chicago. In 1885 the Heath was put on the route between White Lake, Muskegon and other ports; in the fall of that year she went ashore on the beach south of Saugatuck and sunk, nothing being visible but her smokestacks. In 1886 Mr. Newnham put machinery into the freight steamer H. A. Root, owned by the same company, and engineered her until 1892, when he was made chief of the passenger steamer H. W. Williams, plying between South Haven and Chicago. During the three years he was in the employ of the H. W. Williams Transportation Company he was chief engineer of the fleet. In the spring of 1895 he was appointed chief engineer of the steamer M. T. Green, and the next season he brought out new the passenger steamer Bon Ami, and was with her until the close of the second season, when he took the steamer Edwin S. Tice, remaining chief of her up to 1898. He has twenty issues of license.

Of the other members of the Newnham family, John is still living in England. He served seven years in the Clyde shipyards, and learned all branches of the ship and engine-building industry, after which he passed allotted time in the school ship Hoagley to

prove that he could put into practical use what he had learned. He is now carrying on business as partner in a bell foundry. Lucy married Capt. Edwin Crossman, an officer in the British merchant marine, who sailed the full-rigged ship *Columbia*. Charlotte, unmarried, is living in London with her sister. Mary Ann married Philip Frost, a merchant in London. Richard L. is an attorney-at-law in Grand Rapids, Mich., and assistant United States district attorney for the Northern District of Michigan. He is a graduate of the Ypsilanti Academy. Elizabeth is the widow of Joseph G. Ainsley, formerly a school teacher and a graduate of the Saugatuck high school. Maria A. is principle of a public school in Hastings, Nebraska.

On December 6, 1879, Stephen L. Newnham was married to Miss Althea, daughter of Amos and Margaret A. (Geneve) Deming; and the children born to this union are Amos Wayne, Bessie L., Hazel Frances, Harry Waterman and Richard B. The family residence is in Saugatuck, Michigan.

LEWIS B. ADAMS, who did not begin sailing with the purpose of becoming an engineer until he reached the age of twenty-one, soon attained a good position, and at the time of this writing is in charge of the machinery of the passenger steamer *Mabel Bradshaw*. He was born July 8, 1862, and is a son of Loren B. and Jane (White) Adams, the former a native of Battle Creek, Mich., the latter of Gloucestershire, England. Although both parents died when Lewis was quite young, he succeeded in acquiring a liberal education in the public schools of Saugatuck, Michigan.

It was in 1877 that Mr. Adams began sailing, his first experience being as second cook in the new steamer *R. C. Brittain*, with Capt. Ralph Brittain, holding that berth two seasons. He then stopped ashore three years, and worked in James Houtcamp's meat market. In the spring of 1881 he shipped as fireman in the steamer *J. S. Severns*, coming out in the new passenger steamer *Douglas* the next season, remaining in her three seasons in that ca-

capacity, and in 1884 he received his engineer's license and was appointed second in the same steamer, holding that office four seasons. In the spring of 1888 Mr. Adams entered the employ of the Williams Transportation Company as second engineer in the steamer *H. W. Williams*, plying in the passenger trade between South Haven and Chicago, remaining in her until 1891, when he was advanced to the position of chief in the steamer *Glenn*, which ran between Michigan City and Chicago. This berth he also held two years, when he went to Lake Ontario and joined the passenger steamer *Bon Voyage*, which had been placed on the Thousand Islands route between Charlotte and Ogdensburg. In the spring of 1895 Mr. Adams was appointed chief engineer of the passenger steamer *Mabel Bradshaw*, and as he always gives good report of his machinery he is still in that position, his boat plying between Chicago, Montague, Whitehall and Pentwater. Socially he is a member of the Marine Engineers Beneficial Association No. 67, of Saugatuck, Michigan.

On December 2, 1886, Mr. Adams was united in marriage with Miss Johanna, daughter of Jacob and Anna Elhart, of Saugatuck, Mich., and the children born to this union are: Oscar Carol; Ethel Nettie, who died young; Loren B.; and Minnie Ella. The family residence is at No. 51 Allen street, Muskegon, Michigan.

FRANK A. MILLER, president of the Marine Engineers Beneficial Association No. 1, for 1896, is a son of Joseph Miller, who is by trade a coppersmith and tinsmith, and his wife, Melvina (Cook) Miller, a native of Germany. The father, though of German descent, is a native of Buffalo, where he has lived all his life; for twelve years he was an engineer in the employ of the Western Transit Company. He now resides at No. 558 Fourth street.

Frank A. Miller was born April 17, 1858, and received his education in the Public School No. 1 of Buffalo, leaving school when about fourteen years of age. He learned his trade at Pratt's Rolling Mill, and started sailing in 1877 as oiler on the steam-

er Potomac. After two seasons in that service he was oiler on the Vanderbilt for half a season, during 1879, and then became her second engineer, so continuing on her to the close of the season of 1883. For the seasons of 1884-85-86-87 he was chief engineer of the same vessel, and in the spring of 1888 he was made chief of the propeller Chicago, which position he held steadily until the close of the season of 1896. For the season of 1897 and until August 1, 1898, was engineer of the Boston, when he was then transferred to the position of chief engineer of the Harlem, thus being engaged during his entire experience on the water in the employ of the Western Transit Company. Mr. Miller was a charter member of the Marine Engineers Beneficial Association No. 1, was elected president thereof in December, 1895, and re-elected in December, 1896. He has been a member of the Parish Lodge No. 292, F. & A. M., for nine years, of Buffalo Chapter No. 71, R. A. M., three years, of the Royal Templars, fourteen years, and was a charter member of the Keystone Lodge No. 50, Stationary Engineers.

On December 25, 1883, Mr. Miller was married at Buffalo, to Elizabeth C. Blair, and they have one daughter, Margaret, born May 6, 1886. He resides at 220 Maryland street, Buffalo, New York.

CAPTAIN JAMES M. CARROLL is one of the oldest masters on the Great Lakes, and has been sailing in some capacity during the greater part of his life since he was twelve years of age. He was born in Quebec, Ont., June 15, 1821, and started the work of his life with very little common-school education. His father, John Carroll, was a Scotchman, and a farmer by occupation after he settled in Quebec. He died in 1831, and the mother, Margaret (Torrens), died when James was so young that he never knew her; she was born in Greenock, Scotland. Captain Carroll had four sisters: Rebecca, Jane, Helen and Margaret, and one brother, William, who was lost at sea off California in the early days.

Captain Carroll began his practical life as apprentice on the ocean brig Jessie,

which carried timber from Quebec to Liverpool. He subsequently went to live at Sacket's Harbor, and shipped from there before the mast on the schooner General Washington, remaining a couple of seasons. Following that he was in other capacities in different vessels, and at the age of twenty years, in 1841, was made master of the schooner Pulaski, in which he owned an interest. Her capacity was two thousand bushels of corn. He was in this vessel two seasons, her trade being between Cleveland and Ogdensburg. He afterward loaded her hold full of corn, and then added a deck-load of grindstones. His next service was as mate on the old propeller Chicago, the first screw-wheel propeller that plied the lakes. After a season in this employ he bought an interest in the schooner Kentucky, and was her master when she went ashore off Presque Isle, Canada, with a cargo of wheat; no lives were lost, but the vessel was a total loss. Her capacity was four thousand bushels of corn. Captain Carroll next built the schooner Pierpont, and commanded her two seasons, until she was sold; she carried a cargo of sixty-five hundred bushels. He next built the bark Sonora, whose capacity was fifteen thousand bushels, and was her master two seasons. His next vessel was the G. D. Norris, a schooner built in Cleveland, her capacity being eighteen thousand bushels, and he was her master seven consecutive seasons; she was owned by S. T. Hooker, of Milwaukee. For three seasons after this he was master of the schooner David Todd, and finished his marine life on the Ellsworth. In 1886 he gave up sailing, and bought an interest in the Buffalo harbor tugs Sarah E. Bryant and F. L. Danforth, subsequently selling them. In 1888 he was appointed captain of the life-saving station at Buffalo, but resigned the position two years later, embarking in the storage business. He was burned out May 13, 1890, and since that time has retired permanently from any active business.

Captain Carroll was married first at Sacket's Harbor in 1851, to Mary Parsons, who died about 1877. By this union he had two daughters, and one son, Albert,

forty years of age, who is a resident of Buffalo and the general freight agent of the Erie Railway Company. The Captain's second marriage took place at Buffalo in December, 1887, at which time he wedded Mrs. A. I. Williams. They reside at No. 501 Plymouth avenue, Buffalo, New York.

HENRY M. KING was born at Buffalo October 31, 1854, and received his education in Public School No. 4 of that city. He is a son of Mitchell and Catherine (Willberry) King, the former of Canadian and the latter of English parentage. Mitchell King was twenty-five years a marine engineer on the Great Lakes. He was chief of the propeller Nile in 1864, when she was blown up at the dock at Detroit, the accident taking place on the second engineer's watch, while Mr. King was asleep.

In 1871, at the age of seventeen years, Henry M. King began to learn the machinist's trade at the King Iron Works. In August, 1876, after five years in their employ, he shipped as second engineer on the steamer Wissahickon, and remained in that service until June, 1877, when he was compelled to leave and return home on account of sickness. On August 20 of that year he went as second engineer on the Badger State, finishing that season on her, and the following season, 1878, he continued to fill the same position until August 14, when he was made chief of the Empire State, holding that berth continuously until the spring of 1883. At that time he was made chief of the Buffalo, remaining with her five years steadily, and in 1888 was made chief of the Milwaukee, in which berth he remained three years. During the years 1891-92 Mr. King was chief engineer of the Philadelphia & Reading Cold Storage plant at Cheektowaga. On November 30, 1893, he became a partner in the firm of Greenough & King (formerly Greenough & Tumeltry), in engineers' supplies, which is the principal firm in that line in the city of Buffalo, and enjoyed this business relation for a year, when the firm changed to King & Walker, which partnership continued until about June, 1897.

Mr. King has been a member of the

Marine Engineers Beneficial Association No. 1 since 1879, and was its treasurer for about five or six years. He is also a member of the National Stationary Engineers Association, Keystone No. 50, which he joined during the latter part of November, 1896.

Mr. King was married at Buffalo, December 21, 1879, to Harriet Bernard, and they have two children: Jennette C., now (1898) aged fifteen years; and George N., aged ten years.

CAPTAIN CHARLES ROACH, one of the early lake captains, and now one of the prosperous and successful citizens of Chicago, has spent forty of his sixty years upon the Great Lakes. During that time he has experienced many perils, and has undertaken many hazards in the rescue of human life, and in the preservation of lake property. It is an evidence of his skillful seamanship that he has never lost a man on any vessel which he has commanded, and of his daring and bravery he now possesses fitting testimonials.

Captain Roach was born at Medoxville, Canada, January 23, 1838, the son of Garrett and Elizabeth (Donohue) Roach, natives of Ireland, who became early settlers in Canada, where the father for many years was an industrious and successful farmer. Our subject received his education in the common schools, but at the age of fifteen years became identified with the interests of the Great Lakes. He then entered a shipyard at Oswego, N. Y., and served a three-years' apprenticeship. Subsequently he was for two years employed in the same yards.

At the age of twenty he forsook the shipyards for the more active life of the water. In the same year, 1858, he came to Chicago as a ship carpenter aboard the H. C. Winslow, which is yet on the lakes. In August of that year he began tugging in this city on board the wrecking tug McQueen. In 1859 he became master of the tug Mulford, commanding her one season. In 1860 he commanded the tug Rumsey, which later, during the Civil war, was confiscated by the United States Government. In 1861 Captain Roach superintended at Miller's yards,

Chicago, the construction of the tug *Monitor*, and when she was launched became her captain. He sailed her for the season, then bought a two-thirds interest in the tug *Union*, which had blown up, and which he rebuilt, and sailed for many years. About fifteen years ago Captain Roach sold the *Union*, and since then has been in the employ of the Dunham Towing and Wrecking Company, commanding various boats of that line. He has had an active life upon the lakes, and participated in many rescues of crews.

On December 12, 1867, during a furious, blinding snowstorm from the northeast, the bark *David Morris* went ashore at Glencoe, north of Evanston. Captain Roach, with his tug *Union*, took a lifeboat and volunteer crew (Calvin Carr, now insurance and vessel agent in Chicago, being captain of same) out to the wreck, and Captain Carr succeeded in taking off the entire crew, including the female cook—nine persons in all—and landing them safely at Glencoe. For meritorious services rendered on this occasion our subject received a gold watch worth \$575 which he still has in his possession. It bears the following inscription:

To
CAPTAIN CHARLES ROACH
BY THE
UNDERWRITERS AND CITIZENS
OF CHICAGO
FOR GALLANT CONDUCT IN RESCUING
THE CREW OF THE
BARK DAVID MORRIS
AT EVANSTON
DECEMBER 12, 1867.

The other members of the crew (eight in number) each received a silver watch worth \$100, all being presented by the citizens and underwriters of the city of Chicago.

In Traverse bay, many years ago, occurred one of the most protracted efforts to save life and property, in the wrecking of the schooner *Kate Richmond*, by Captain Roach and crew of the tug *Union*. He had pumped out the schooner to relieve her, but when about complete a northeasterly squall coming on, she left her bed. The anchors were swung and she went on the beach again, the hawser breaking. Her

spars were chopped down within four hours, but the tug, because of the high seas, could not keep alongside. The next morning after two attempts the lifeboat was sent to her, which failed, however. The captain went fifteen miles for another lifeboat, which took off four of the crew under the captain's direction; four others escaped on a raft made of booms and spars. The steamer *Ironsides*, bound for Milwaukee, came along and was paid forty dollars an hour to help; she held on till they reached the west shore.

In 1894 the *Rainbow* went down off Chicago. Captain Roach went in the tug *Mollie Spencer*, and took off four men, one of whom was in the water at the time. A sea struck the tug, broke in the windows and filled her with water. She had to get away for her own preservation, leaving two men on the wreck, the captain and mate, who finally drifted ashore, at Thirty-first street, more dead than alive.

Another rescue occurred some years when the *Monticello* missed the piers and went on the bars during a heavy northeaster. Captain Roach organized a crew and went to the rescue, bringing off all the men.

In 1869 Captain Roach was married at Chicago, to Miss Eliza Dee, and to them have been born five children: William, Joseph, Mrs. George Dempsey, Mrs. William Scully, and Genevieve. Mrs. Roach died in May, 1897. Chicago has been the home of Captain Roach since 1858. During the big fire in 1871, he was burned out on Ohio street between State and Dearborn streets. He is a member of the Ship Masters Association, and for years has been connected with the order of Foresters. In person he is a tall and straight as an arrow, and active far beyond his years. In manner he has the bluff, crisp address of the typical mariner, but is courteous and considerate. Few if any of the men now sailing the lakes have passed through so many perils as he; few if any have a record so clear and untarnished. He has never been injured in the forty years of his lake service, and never has lost a man. He has amassed a comfortable property, and is in every

sense a worthy and conspicuous representative of the great inland marine.

LAFAYETTE S. SULLIVAN is, perhaps, one of the best known men in marine circles. He was born in Holland, Lucas Co., Ohio, in 1858, in a log house, and his present prominent position has been obtained by his own energy and good business methods, and he may be correctly designated as a self-made man, as there was no money or influence to assist him. He is a son of Dennis and Hannah (Devine) Sullivan. His father was a ship carpenter by trade and removed to Toledo, Ohio, in 1863, where Lafayette acquired his public-school education, also attending the Jordan Business College.

His first employment was in the office of the *Toledo Blade*, in the mail and editorial rooms. In the spring of 1870 he shipped on a scow with his father, who was engaged in the sand trade between Amherstburg and Toledo, remaining in that berth two years. In the spring of 1872 he entered the employ of John Stevens & Co., in the ship brokerage and vessel agency business, remaining with that firm nine years, and laying the foundation for his business life. In 1881 Mr. Sullivan established a ship brokerage business on his own account, which, together with his tug business, he has followed ever since. He soon commenced to purchase vessel property, his first venture being the steamyacht *Sally*, which he used as a ferry boat. As a nucleus for his tug business he purchased the tug *William E. Rooney*, and followed this by the purchase of the tugs *Syracuse* and *Roy*, the latter being crushed by ice December 16, 1895, between Monroe and Stony Point, and has not yet been located; the *Doan*, *Birkhead*, *A. Andrews, Jr.*, and an interest in the powerful tug *S. C. Schenck*. He also has interests in outside steamboats and schooners—*D. W. Ruse*, *C. C. Barnes*, *John Schuette*, *Chicago Board of Trade*, and *H. H. Badger*. He lost the schooner *Pulaski* off Good Harbor, Lake Michigan, in 1888.

In 1882 Mr. Sullivan succeeded to the management of the Toledo Harbor Tug

line on the retirement of M. T. Huntley. This tug line was established in 1870, and is now composed of his own and outside tugs. He is at the head of the coal shipping trade out of Toledo, is a stockholder in the Vulcan Iron Works, and is a member of its board of directors, vice-president of the Lake Carriers Association, and has been on the board of directors since its organization. He is also an honorary member of Toledo Lodge No. 9, of the Ship Masters Association. Mr. Sullivan opened the first branch shipping office of the Cleveland Vessel Owners Association, which, after the first year, turned enough on its books to enable it to pay its own way.

In 1883 he wedded Miss Alice Pallister, daughter of William and Hannah Pallister, of Detroit, Mich. Four children, Lafayette W., May Hannah, Alma Ruth and Alice Marguerite, have been born to this union, and they consider them the chief ornaments of their home. The family residence is at No. 1524 Huron street, Toledo, where Mr. Sullivan has resided thirty-one years.

CAPTAIN JOHN C. FISK, a well-known citizen of Cleveland, is one whose interests have for many years been connected with the lake marine, and he occupies a prominent position among those of his own calling. He was born June 9, 1832, in Richland, N. Y., and is a son of Ephraim Fisk, a native of Connecticut, who died in the Empire State during the childhood of our subject. He was then taken by his mother to Geauga county, Ohio, where he received a good common-school education.

At the age of thirteen the Captain went upon the lakes as a member of the *Swallow's* crew, running out of Fairport, Ohio. After serving as cook on that boat for a short time, he went on the *General Worth*, and the following season was on the *Chicago*, being among her crew when she was capsized off Chicago, in 1850. He was then before the mast on the *Bell*, of Milwaukee, the *Herald*, *John Irwin* and *Concord*, and was mate on the *Twin Brothers*, *H. N. Gates*, *Pilgrim*, *Messenger*, *Delos Dewolf* and *Brunswick*. Before he had attained his majority he was appointed master of the

Pulaski, of Oswego, N. Y., and was later captain on the Rocky Mountain and the S. J. Hawley. Retiring from the lakes in 1859, he obtained employment as a ship-carpenter, first in Chicago, and subsequently in the Quayle & Martin, the La Frenier and other shipyards in Cleveland. He also worked for Stephens & Presley, and since has been connected at different times with Murphy & Miller. In 1863 he enlisted in the Union army, becoming a member of the 43d O. V. I., and serving until the close of the war.

On March 28, 1859, Captain Fisk married Miss Hattie Stafford, of Erie county, Penn., who died in 1860, and the following year he wedded Miss Emma A. Butcher, a native of Suffolk, England. His children are as follows: Bertha, now the wife of John Eveleigh; Lincoln, who has for many years been connected with marine service, and has crossed the ocean several times; Maynard, who has sailed on the lakes for fourteen years, and is now captain of a river tug; Charles, who was on salt water for two years, and is now employed on the Erie canal; and Ruby J., at home. The Captain is an honored member of the Masonic fraternity and of the American Mechanics.

JOHN T. HUTCHINSON, one of the oldest and most successful vessel owners on the lakes, began the business when he was twenty-four years of age, in 1861, by the purchase of an interest in the scow Monitor, which was built at Black river (now Lorain), Ohio, and was about 265 tons measurement.

The scow was built for the purpose of carrying lumber from Lorain and Fremont to Buffalo, whence it was shipped to New York, where it went into the construction of the Monitor, which sunk the Merrimac, early in the war of the Rebellion. These planks were from forty to fifty feet long, and had to be loaded into the scow through port holes made on purpose for this method of loading. Mr. Hutchinson owned the scow until the fall of that year, when he sold her for \$5,500, she having cost \$5,000 to build. He was then one-third owner in the construction of the steamer Lac La

Belle, his partners being La Frenier Bros. The construction of the boat was begun in September, 1861, under favorable auspices, but on account of raising prices the three men were for the time being ruined financially, when the boat was completed.

In the fall of 1860, Mr. Hutchinson married Miss Emma C. Camp, daughter of Mr. C. L. Camp, who died a year or two afterward, and Mr. Hutchinson then borrowed of the estate \$5,000, with which he purchased the scow Ellen White, paying for that the sum just mentioned. The Ellen White went into the lumber and stone trade, running to and from all ports on the lower lakes, but little being done on Lake Superior.

This scow he owned for several years until she was burned off Port Dover, only partly insured. He bought the schooner Milan, in the year 1862, and sold her two or three years later, then buying the bark Orphan Boy, of William Kelley, of Milan, an old vessel owner, paying therefor \$28,000. This vessel he kept a few years, and on selling her to Capt. Julius Morgan, he bought the schooner Winona, for \$18,000, and about three years later sold her to Capt. Frank Brown for \$14,000. This vessel was afterward lost on Lake Michigan. Mr. Hutchinson then went in partnership with his brother-in-law, S. H. Foster, and built the schooner I. N. Foster, at the cost of \$24,000, and after a time disposed of the vessel, and in the winter of 1872-73 built the schooner Emma C. Hutchinson, which he named after his wife, and which he still owns. This steamer was launched June 12, 1873, and has been very fortunate, no losses being charged up against her except \$6,000. Her tonnage is 698, and when she was built she was one of the largest on the lakes. She has during the last three years been repaired at the total cost of \$14,000, and is now practically a new vessel. The next vessels Mr. Hutchinson owned were the Rube Richards and the May Richards, the former a steamer and the latter a schooner, which he bought in the winter of 1877-78, at the cost for the two of \$58,000. These vessels were of a tonnage of about 1,000.

He then bought an interest in the steamer *Queen of the West*, the tonnage of which is 1,400; he later bought the steamer *Germanic*, which has a carrying capacity of 2,000 tons, paying therefor \$95,000.

The vessels at present owned by Mr. Hutchinson are as follows: Steamers *Germanic*, *Rube Richards* and *Queen of the West*; schooners *Emma C. Hutchinson* and *May Richards*. Mr. Hutchinson is still carrying on a successful lake transportation business, and has his office with Hutchinson & Co., Room 412 Perry-Payne Building, Cleveland, Ohio.

CAPTAIN ORLO J. MASON, although bearing a military title, gallantly won during four years of ardent service at the front through the memorable years of 1861 to 1865, has been more or less identified with matters maritime since his honorable discharge from the victorious army of the North, and now holds the responsible position of lighthouse keeper at Ashtabula Harbor.

Captain Mason was born on July 26, 1835, at Lafargeville, Jefferson Co., N. Y. He is the son of Johnson and Mary (Greenleaf) Mason, both of whom died when Orlo was quite young, and he was thus compelled to learn self-reliance at an early age. However, he managed to acquire some knowledge in the public-schools of his native place. When he reached the age of twelve years he went to work on a farm, where he again had an opportunity to attend school in the winter months. In 1853 he left the farm and went to learn the carpenter's trade at Lafargeville; he also worked in Theresa, N. Y., about three years, after which he obtained desirable employment in an organ and piano manufactory in Clayton, where he remained until the opening of hostilities between the North and South, in which the bravery and the resources of the two sections of this great republic were pitted against each other in a long and bloody war, and through which Captain Mason carried himself with honor.

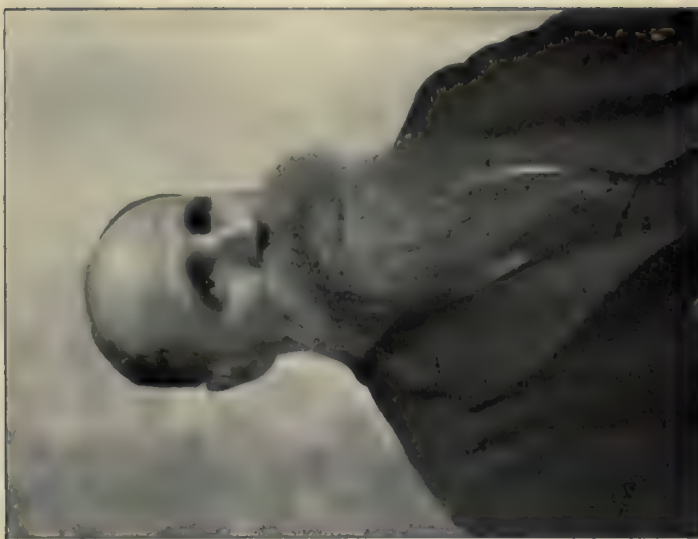
On October 21, 1861, he enlisted in Company B, Ninety-fourth New York Volunteer Infantry Regiment, which was assigned to duty with the army of the Poto-

mac. He participated with his regiment in all the stubborn contests of that magnificent army except the battle of Gettysburg. At the time that decisive engagement took place he was confined in the hospital by reason of a serious wound received in the battle of Fredericksburg, December 13, 1862. Previous to this period he had been with his regiment through the second Bull Run battle and those at South Mountain and Antietam. He does not designate the numerous smaller affairs in which he took part. After seven weary months in the hospital he was permitted to join his regiment, which was before Petersburg, and was an integral part of the Fifth Corps under General Warren. Captain Mason took part in all the fighting around Petersburg and Richmond and at Five Forks, and also marched in support of General Sherman's cavalry, which succeeded in heading off the Confederates at Appomatox, after the fall of Richmond, and thus he was present at one of the closing scenes of the great Rebellion. His first rank, in 1861, was that of sergeant; on June 12, 1864, he was commissioned second lieutenant, and on March 21, 1865, he was promoted to the responsible rank of captain of Company A, to which he had been transferred in 1862. He re-enlisted as veteran near Fredericksburg, Va., in December, 1864, and was granted the usual furlough. After the close of the war he was honorably discharged in Albany, N. Y., July 31, 1865.

Captain Mason then returned to Clayton, N. Y., and resumed work in the organ manufactory he had quit for military service. In the spring of 1866 he went to Detroit and entered the employ of the Dry Dock Company as carpenter. The next year he went into the car shops on Crogan street, and helped to build the first Pullman palace car ever constructed. In May, 1868, Captain Mason went to St. Louis, Mo., where he worked in the car shops of the Iron Mountain Railroad Company two years. In 1870 he entered the employ of the Broadway Street Car Company, and worked for that firm ten consecutive years, after which he passed two years in the Franklin avenue car shops. In 1882 he returned to



Marble L. Mason



Dr. J. Mason

Detroit and again found employment in the Pullman car shops.

In June, 1885, Captain Mason was appointed keeper of the Mamajuda lighthouse on Detroit river and held that position nine years, and so conscientiously did he perform the duties that no cause of complaint was ever entered against him. This is a rare commendation, when the enormous amount of tonnage depending upon the guidance of his light is considered. It was during Captain Mason's incumbency at Mamajuda that his daughter, MISS MAEBELLE, a maid of fourteen years, performed an act of heroism which attracted the attention, not only of the lake marine men, but of the government officials as well. On May 11, 1890, a man in a rowboat threw a line for a tow to the steamer C. W. Elphicke, Captain Montague, while passing on the Detroit river, half between Mamajuda light and Grassy isle. The line missed connection but caught just right to capsize the boat, spilling the unfortunate man into the river. On passing Mamajuda light Captain Montague, who could render no assistance, signaled the lightkeeper that there was a man overboard and in danger of drowning. Captain Mason was absent with the government boat, and it therefore devolved upon the humanity and courage of Mrs. Mason and her daughter Maebelle to attempt a rescue. The only thing available in the shape of a boat was a small flat-bottomed punt, which was hauled out of the dock at the lighthouse. The mother and daughter succeeded in launching this, and it was quickly decided that the daughter should undertake the work and danger of rowing out to the aid of the perishing man. After about a mile of hard rowing she came up to him near his upturned boat and succeeded in getting him aboard of her light craft, he being nearly exhausted. She then returned to the lighthouse, towing with her the submerged boat. The stranger thus rescued from death by water was profuse in incoherent thanks. This act of heroism was rewarded by the United States Government by the presentation of a life-saving medal of the second class, procured through the efforts of the late Capt. Charles V. Gridley,

who commanded the Olympia at the battle of Manila, but who in 1890 was government inspector of the Tenth lighthouse district. At the expiration of his term Commander E. W. Woodward, United States Navy, succeeded him, and on behalf of the United States Government presented the medal to the young lady at the "Cadillac Hotel," Detroit, during the National Convention of the Grand Army of the Republic. The maiden received the present with the naive modesty so charming in a young maiden, believing that she had but performed an act of humanity. The Ship Masters Association also presented her with a gold life-saving medal with a Maltese cross and gold chain attached. This medal bore the inscription:

Presented to Miss Maebelle L. Mason
for heroism in saving life
May 11, 1890, by the E. M. B. A.
of Cleveland.

From that day all steamers carrying the pennant of the association saluted while passing the lighthouse until the young heroine was wedded June 21, 1892, to Mr. Connell, who carried her away. She now has a son, named Orlo James in honor of her father.

In the month of June, 1893, Captain Mason was transferred to Ashtabula Harbor, where he was placed in charge of the lights, one being on the outer pier with a rear range and fog signal.

Captain Mason was united by marriage to Miss Belle M. Mills, daughter of Capt. Andrew H. Mills, a well known vessel and tugowner of Detroit. Maebelle L. is the only child. The family homestead is pleasantly situated on the hill at No. 1 Walnut street, overlooking the lake and harbor at Ashtabula, Ohio. Both the Captain and his wife are consistent members of the Methodist Church. Mrs. Mason is a public spirited and charitable lady, a charming and talented musician, and does all in her power to make her husband and others happy. Their daughter Maebelle is also proficient in music, having doubtless inherited her mother's taste and skill in producing harmony of sound.

LIBERTY H. WARE. Among the men in public life who have had considerable nautical experience is Hon. Liberty H. Ware, of Cleveland. He is a grandson of John T. Ware, of Philadelphia, who spent his life in building sailing vessels, and who was for a long period head ship-builder in Stephen Guard's shipyard in Philadelphia; he also held a responsible position in the United States for some time.

Samuel Ware, the father of the subject of this sketch, was a farmer who lived at one time in Philadelphia, later removing to Columbiana county, Ohio, where his son Liberty H. was born in 1844. Twelve years later the family made their home at Avon Point, and five years after that they took up their abode in Cleveland. The early life of Liberty H. Ware was spent in school, his spare time being employed in boats for pleasure. After removing to Cleveland, he commenced the study of law in the Union Law College, remaining in that institution three terms. He had been reading law for some time previous in the office of R. E. Knight and H. H. Blackburn, and at the expiration of the third term in the Union Law College he received his diploma. Up to this time he had made many occasional trips with the lake vessels of that day, having sailed in the *George H. Ely*, as mate of the schooner *Patton*, in the *William B. Ogden*, the *Black Rover*, the *Addie*, the *Geo. W. Holt*, the scows—*Leo*, *Dido*, *Comfort*, *Ann*, *Black Swan*, and *E. K. Kane*, the square-rigged scow *Gladiator*, and the *Free Mason*. While he was in the *Addie*, that vessel was wrecked at the entrance to Cleveland harbor by running against the pier, and sunk. The crew took to the yawl boats, but that craft was upset and the men were washed on the beach by the waves.

When Mr. Ware received his diploma, he folded it up and placed it in his vest pocket for safe keeping, then walked directly to the dock where the schooner *Yorktown* was lying ready for a trip across the ocean. The *Yorktown's* cargo of oil was on board, and, when Mr. Ware offered to ship as able seaman, his services were at once accepted. His desire to see some-

thing of the world was granted, and during the next few months he met many varied experiences. The *Yorktown* was chased by a privateer on the way over, but being a speedy schooner had no difficulty in getting out of the way. The voyage from Cleveland to Liverpool lasted twenty-eight days, and after spending some time in England, Mr. Ware returned to the ship *Damascus*. Then he took up the practice of law in what was then West Cleveland, and he has lived ever since in the home formerly occupied by his parents. In the practice of his profession he has been successful, and his fellow citizens have repeatedly asked him to serve them in a public capacity. He was mayor of West Cleveland two terms, has been a justice of the peace, member of the council, postmaster and police justice. He has always sailed more or less. With Capt. J. W. Moore he purchased the fast sailyacht *Minx*, and later he and Captain Moore built the sailyacht *L. H. Ware*, which was afterward transformed into a steamyacht. He now owns the single-stick yacht *Restless*, a very speedy boat of forty feet over all.

Mr. Ware's first wife was Miss Mary Jane Wroath. In 1879 he married Miss Mary A. Cobb, of Stark county, Ohio; they have two children: Liberty Bernard and Frances Alice.

GEORGE A. BRABANT is a worthy member of that band of fearless men who form Chicago's fire department, and has for the past seven years had charge of Engine No. 3. Prior to that time he had sailed successfully upon the lakes. He was born in Marine City, Mich., in 1857, a son of John and Sarah (Kennedy) Brabant, the former a native of Canada, the latter of Ireland. The father, who was a ship carpenter by trade, was one of the early settlers of Marine City, but spent his last days at Otter Lake, Mich., where his death occurred in 1885. The mother died in Marine City, in 1857.

George A. Brabant was reared in Marine City, and from that port commenced sailing, in 1874, as stoker on the *V. H. Ketchum*, remaining on her one season. He was

then stoker for one year on the William Cowie, and had a similar berth on the Aberdeen. For two years he was on the Bay City, and, after a time spent on the N. K. Fairbanks, he came to Chicago, where he engaged in tugging for the Chicago Towing Company, being on the tug Tarrant one year as stoker and four years as engineer. He was then engineer of the J. H. Hackley for two years, and later was engineer on the A. Miller and F. Crane, after which he quit the lakes, in 1888, and entered the employ of the city. At first he was engineer on Engine No. 32, later on Engine No. 43 and Engine No. 30, and since then has been on Engine No. 3, located at No. 86 West Erie street. Fraternally, he is a member of the M. E. B. A. No. 4, and of the United Order of Engineers.

Since 1878 Mr. Brabant has made his home in Chicago, and there he was married, in 1882, to Miss Emma Faerber, and the children born of this union are: Jennie and Gifford. The family residence is at No. 321 Noble street, Chicago, Illinois.

CAPTAIN FRANK FORBES a well-known seaman, and whose marine life is worthy of mention in this work, was born in Algonac, Mich., March 29, 1856, a son of Thomas F. and Hortense (La Croyx) Forbes, the former of whom was a soldier in the Civil war and of good repute.

Young Forbes attended the public schools of Algonac until 1867, when he shipped on the scow Ida and Mary, joining the schooner Seaman the following season, and subsequently handled the wheel on the tug Satellite. In the spring of 1870 he shipped on the schooner Wanderer. On April 11 this schooner was wrecked during the prevailing of a northeast gale on Kelley's island. The crew was rescued by fishermen, and he then transferred to the Tawas. In 1871-72 he was wheelsman on the tug Kate Moffat. His next boat was the propeller Robert Holland, on which he remained two seasons. In 1875 he shipped on the propeller St. Joe; in 1876 as wheelsman on the steamer J. S. Fay; in 1877 as master of the Canadian tug Colin Munroe; 1878 as mate on the W. R. Clinton, and in

1879 on the steamyacht May Lilly, on which he remained three years. In the spring of 1882 he was appointed master of the steamyacht George B. Hill, of Detroit, closing the season on the May Lilly, now the Grace, of which he was owner, as her master, holding the berth until the close of the following season. In the spring of 1883 he joined the tug Allie May as master, sailing her two seasons. During the next four seasons Captain Forbes was mate of the barge Maxwell, and was with Capt. D. Geraw, when he was killed in Port Huron, and in 1890 he was mate of the propeller, Araxes.

In the spring of 1891 Captain Forbes was appointed master of the barge American Giant, and, while in town, of the propeller Araxes, both vessels being wrecked at Point aux Barques. The next season he sailed Mark Hopkin's yacht Bointa. In the spring of 1893 he shipped as mate on the barge City of the Straits, transferred to the Montgomery, and closed the season with Captain Ludington on the bark Monitor, remaining with him on that boat until the fall of 1894, when they were both transferred to the propeller Westford, occupying their respective positions until the close of navigation of 1897.

Captain Forbes was wedded to Miss Josephine Genaw, of Algonac, Mich., February 22, 1877. Their children are Lilly (now Mrs. Frank Bassitte), Harvey and Maud. The family homestead is at Algonac, Michigan.

CAPTAIN ROBERT J. McMURRAY, of the Grand Trunk tug International, is widely known in Buffalo, having for the most part been reared on the Niagara river. His father, Capt. Alexander McMurray, has been connected with the traffic of the river during the greater part of his life as a boat owner, and the son Robert was brought up on his father's boats.

Robert J. McMurray was born at Black Creek, Canada, in June, 1852, and received his common-school education in Buffalo and Grand Island. His first experience in handling a steamboat was in 1867, when he was but fifteen years of age. During the season

of that year he was master of the steam-yacht Jerome C. Keyes, which made daily trips from Buffalo to Grand Island, and continued aboard her in that capacity for the season of 1868. In 1869 he was master of the Undine, owned by C. T. S. Thomas, for the season, and in 1870 he was master of the Maggie Wilson. In 1871 he was ashore managing the farm interests of his father at Grand Island. In 1872 he was managing excursion and pleasure boats during the summer, and in the fall engaged in the fruit trade between La Salle and Buffalo, which he continued until the spring of 1879. At that time he entered the employ of the New York Central Railroad Company as clerk in their freight offices at Buffalo, and remained with them about two years.

On May 1, 1880, he was appointed mate of the old tug International, and continued in that berth until shortly after the new International came out in 1884, when he was promoted to master's berth. He still retains that position with great credit to himself. It requires a man of prompt and decisive action for master of the International, when the duties and purposes of the tug are fully understood. She is owned by the International Bridge Company, which is controlled by the Grand Trunk Railway Company. In accordance with the provisions of the charter of the Bridge Company, she is in duty bound to render all assistance necessary in getting crafts of all kinds through the drawbridge, without charge, and she not only performs this service, but goes to the assistance of any damaged or sinking craft in her vicinity, and also to the aid of drowning persons. Captain McMurray has rendered gratuitous service both to vessels and individuals without number, and many persons owe their lives to him. The work is very difficult, as the current of the river is quite rapid, and quick action is absolutely necessary. An instance of this is furnished in the particulars of the loss of the steamyacht Dixie on the memorable Saturday of July 17, 1892. She was an excursion boat, plying between Buffalo and Navy Island, and usually on pleasant days carried from fifty to one hundred people at least. On this occasion, how-

ever, and it was a singular coincidence, she had only fourteen passengers all told, as she left the dock at Buffalo. This state of things proved exceedingly fortunate, for had there been the usual number most of them would certainly have been lost. On the Saturday above mentioned, about three o'clock in the afternoon, the Dixie left the dock at Buffalo just about the time the steamer Pilgrim was coming up to it. The Pilgrim blew two whistles, a signal for the Dixie to take the starboard side. The master of the Dixie answered with two whistles, but for some unaccountable reason did not obey, and when near the Pilgrim changed his course and started to take the port side. This action, together with the rapid current, brought the boats together shortly, although the engines of both boats were reversed and every effort made to avoid a collision. The Pilgrim, being much larger than the Dixie, was consequently not easily stopped, and she struck the Dixie aft of midships on the port side, making a large hole through which the water rushed rapidly. In the excitement the passengers all hastened to reach for life preservers, and the engineer of the Dixie was signalled to go ahead strong, pointing the boat for the Canadian shore, where the captain hoped to reach shallow water. Captain McMurray, of the International, was standing on the dock at the time of the departure of the Dixie. Immediately following the giving of the signals he noticed the complicated state of affairs, and, scenting danger, ran to his pilot-house to be in readiness for whatever emergency might arise. After the collision had taken place, as above narrated, he put out from the dock and started in pursuit of the sinking boat, and when he reached her the passengers and crew were on the rails and decks, the water up to their necks. The passengers and crew were picked up by Captain McMurray and saved. The boat was slowly going down and sank immediately afterward about five hundred yards from shore. The Pilgrim was uninjured, and after the excitement was all over proceeded on her course down the river. The engines and boilers of the Dixie are still lying in the river, but it is supposed that

the hull has passed down and over the Falls, as it has never been seen since the accident.

The new International, which figured in the scene above mentioned, was built by the Globe Ship Building Company, of Cleveland, Ohio, and came out in June, 1884. She is the counterpart of the tug Record, built by the same company, and takes the place of the old International, which was sold. She cost \$15,000, measures seventy-six feet over all, seventeen-foot beam, nine-foot depth of hold, and has a speed of twelve miles an hour. She has a high-pressure cylinder, 20 x 20, and is allowed 150 pounds steam pressure. Her hull, deck and house are all of iron, and she has water-tight compartments forward. She is manned by a master, mate, engineer, fireman and watchman. Captain McMurray has had twenty-one issues of master's papers, and has held engineer's papers as well. He has been a member of the Masters and Pilots Association for four years, of the Royal Arcanum seven years, and is also a member of the Forresters.

In April, 1892, the Captain was married at Buffalo to Miss Flora Parmelee, daughter of Albert Parmelee, who is one of the oldest residents of Buffalo, having settled there in 1839-40. He operated the first street-car line in that city, and subsequently engaged in the sawmill and lumber business. Mrs. Parmelee is a sister of E. K. and B. F. Bruce, formerly large vessel owners at Buffalo, the former of whom died in 1895, the latter on June 13, 1898; E. K. Bruce was at one time a large grain dealer on the Chicago Board of Trade.

ROBERT T. WALKER was born in Waupaca, Wis., February 6, 1852. Two years later his parents removed to Hall's Corners, near Geneva, N. Y., and when he was four years of age they moved thence to Drummondsville, or as it is more familiarly known, Lundy's Lane, Canada. On the trip Mr. Walker crossed the suspension bridge at Niagara Falls, which was then uncompleted, upon a man's back, the man making his way across on a walk made of thirty-inch planks laid lengthwise, the whole

width being 106 inches. The family remained at Drummondsville about four years and then moved to Thorold, on the Welland canal, where they lived until Robert T. was about sixteen years of age. George and Elizabeth (Turnbull) Walker, the parents, were both born in Scotland, and came to this country in 1845, locating at Geneva, N. Y. Mr. Walker was what is known in the old country as a roadsman, and worked upon macadamized roads while there. In this country, however, he farmed for awhile at Waupaca, Wisconsin.

Robert T. Walker, the subject of this sketch, obtained most of his schooling while living at Thorold. In 1868 he entered the employ of John Brown, who had the contract for the building of the canal at the St. Clair flats, and was engaged there for two seasons as fireman of the tug J. H. Doyle. After that, and while fireman of the same tug, he was employed in connection with some dredging work at the mouth of the Saginaw river, later returning to the flats to finish some work there which took about a month. Then he went to Port Huron, where he remained until January, 1870, finishing some dredging work at Muir's dry dock. In the following spring he again went to Port Huron and worked as fireman on the same tug about two months, at the end of that time going to Detroit, where he took passage on the steamer Milwaukee for Chicago, and in that city he obtained employment as fireman on a derrick on the Chicago & Alton canal, near Blue river, about twenty miles from Chicago. After two months of this work he went to St. Catharine's, Ontario, and obtained employment on the Welland railroad, working there in the machine and carpenter shop, as fireman, and as brakeman (extra man on the road) for about three months. In September he went to Brantford, on the Grand Trunk railroad, and from there to Buffalo, in search of employment, finally locating at Erie, Penn., where he had the position of brakeman and flagman on the Erie & Pittsburg railroad. In February, 1871, he entered the Erie City Iron Works to learn the machinist's trade, remaining there until September, 1873, when he went to Toronto,

Ontario, and worked in the machine shops of Dickey, Neal & Co. until November following. He then went to Detroit and Toledo for a while, and later located at Sandusky, Ohio, where he worked in the Baltimore & Ohio railroad machine shops until April, 1874. At this time he engaged as engineer of the steamer North Star, owned by Captain Bennett, which was employed in the passenger, mail and coasting trade between Mackinaw and Cheboygan. In order to reach his boat he had to cross the Straits of Mackinac on the ice, a distance of eighteen miles, which he did in company with the mail carrier and his dog train. The season that year was very late, boats not getting through the straits until May.

In 1875 Mr. Walker became second engineer of the steambarge Yosemite, owned by Capt. John Estes and Ryan, Johnson & Co., of Sandusky, Ohio. The season of 1876 he was second on the barge Ohio, and in 1877 became chief on the Yosemite, remaining one season. In 1878 he was second on the Alaska, of the Anchor line, for a season, and in 1879 brought out the Delaware as chief, holding that position for four consecutive seasons. In 1883 he abandoned the lakes, in February of that year becoming chief engineer for Lee, Holland & Co.'s planing-mill, where he remained ten years steadily. Beginning with the month of February, 1893, he was chief engineer of the Erie County Bank building, and in February, 1895, he became a partner in the firm of King & Walker, which partnership was dissolved in June, 1897.

Mr. Walker has been a member of the Marine Engineers Beneficial Association since the fall of 1879, and in 1890 joined the National Stationary Engineers Association, No. 16, of Buffalo. He was president of that association for a year, a delegate to the Omaha convention in 1892, and in 1893 doorkeeper of the national body at the Atlanta convention. In September, 1896, he was also a delegate, and on the executive committee for the fifteenth annual convention at Buffalo.

In January, 1879, Mr. Walker was married to Miss Annie Notter, and they have the following-named children: Bessie, now

(1898) aged seventeen years; George, fifteen; Charles, eleven; and Harriet, nine. Mrs. Walker is the second daughter of George H. Notter, who for many years was a tug and canalboat builder at Buffalo. He commenced that line of business in 1846 as partner of the firm of Van Slack & Notter, but for the greater part of his life was alone in business. He died in 1889. He had three sons who are also boat builders, Thomas N. Notter being now with Grady & Maher, tug and boat builders; the other two now live in Chicago, George being in charge of the Delaware & Hudson Coal Co.'s dock there, and Charles, superintendent for Bogle, Notter & Co., who manage a machine shop and coal hoists.

JOHN PHELAN was born in Queen's county, Ireland, in 1856, a son of John and Mary (Dey) Phelan. He attended school in his native place till his seventeenth year, when he came to this country, and started to work, doing anything that came in his way until 1877, when his career as a sailor began.

In that year he engaged as watchman on the Jarvis Lord, in which capacity he was occupied all of that season, and the one following he held the berth of fireman on the same craft. He was on the W. Vanderbilt firing for the season of 1879, and doing the same work on the Sparta the following season. In the year 1881 he shipped before the mast on the Sherwood, and the seasons of 1882-83 found him on the B. W. Blanchard as fireman. He next went as oiler on the City of Duluth during 1884 and for the first part of 1885, finishing that season, as well as the one following, as her second engineer, completing three seasons on her. We find him the next season on the M. T. Green as assistant engineer, and the two following ones on the Rhode Emily in same capacity. In 1891-92 he was back on the B. W. Blanchard as her assistant engineer, and in the same position on the Minneapolis for the season of 1893. During the early part of 1894 he was assistant on the John Pridgeon, Jr., then chief of the A. A. Parker until the close of the season. In 1895-96 he was chief on the Iron

Age, and during the seasons of 1897-98 he filled the position of chief engineer on the steamer *Venezuela*. He is usually employed during the winter months in some of the machine shops, having served several winters with the Western Electric Company, of Chicago, and at the power house of the Buffalo Railway Company. He has eleven issues of license, and is a member of Local Harbor No. 1, Marine Engineers Beneficial Association.

In December, 1892, Mr. Phelan was married at Buffalo, N. Y., to Miss Clara Fix, of Alden, Erie county, N. Y. They have had three children, two of whom are now living: John Joseph, aged three years, and Edward Frederick, aged four months. The family residence is at No. 425 High street, Buffalo, New York.

ALOYSIUS R. FOX, a machinist and engineer by trade, is a son of Charles Thomas Fox, who was a bank clerk by occupation in London, England.

Our subject was born in London, England, September 26, 1830, and obtained his education in part at Shetley Park College, Somertown, in that city. In 1850 he came to America, settling in Buffalo, and here accepted employment as a machinist on what was then known as the Buffalo & Rochester railroad, now the New York Central railroad, working part of the time in the shops and also running an engine on the road. He was under David Upton, master mechanic. In 1853 Mr. Fox became second engineer on the steamer *Michigan*, owned by Owen Newberry, on which he remained one season. The following season he was second engineer and chief, respectively, of the propeller *Ogontz*, and in 1855 he became third engineer on the side-wheel steamer *Crescent City*, running between Buffalo and Cleveland. During the same season he was second engineer of the side-wheel steamer *Mississippi*, which was the largest passenger boat on the lakes at the time, and ran between Buffalo and Monroe, Mich.; she was about three hundred feet over all. The passenger traffic that year was rather light because of the prevalence of cholera, and on one of her trips to Buf-

falo she carried one passenger only. For the season of 1856 Mr. Fox was second and chief engineer, respectively, of the propeller *Queen of the Lakes*, and during the winter following he worked for the Kirby Agricultural Works for one dollar per day for a portion of the time, and the remainder for store pay. For three years beginning with the spring of 1857 he was chief engineer of the *Buffalo Commercial Advertiser*, and during the three following years he was engaged in a machine shop on Washington street, where he built oil engines.

For the first two months of the year 1863 Mr. Fox worked in the Erie Railway Company's shops, and then fitted out the steamer *Grace Dormer* with her machinery and boiler. In March of that year he was made second engineer of the Buffalo Water Works, which was then owned by a stock company, but in 1866 the city purchased the plant, and subsequently, in the year 1875, he was made chief engineer, continuing there in that capacity until 1880, when he resigned. During the three succeeding years he traveled and established plants for the C. J. Hamlin Sugar Works, while during the two succeeding years he was employed by the Holly Manufacturing Company, setting up pumps and steam plants. From 1885 until the present time Mr. Fox has been engaged as a machinist, repairing steam engines, printing presses, distillery pumps, beer pumps, etc., and also in tannery work at No. 86 Maryland street, Buffalo, N. Y., where he resides.

On August 16, 1860, Mr. Fox was married at Buffalo to Ellen Eliza Kilpeck, and they have the following children: Eliza, now (1898) aged thirty-three years, wife of George R. Steers, of Chicago, a chief engineer; Charles J., aged thirty-one, who was chief engineer of the steamer *Mahoning*, of the Anchor line, during the season of 1896; Mary, aged twenty-seven, wife of Charles Wehser, a carriage painter, residing at Buffalo; and Ellen T. Fox, aged twenty-four.

CAPTAIN JAMES SHEILS, mate of the S. C. Reynolds, has for more than forty years been actively engaged in the navigation of

the lakes, and he has taken a conspicuous part in the building up of the merchant marine of these great inland seas.

Born May 15, 1838, in Dungiven, County Derry, Ireland, he in 1846 was brought by his parents to Ontario, Canada, where he received a somewhat limited education in the public schools. At the age of eighteen he went to Ogdensburg, N. Y., and began life as a sailer on vessels plying between that place and Lewiston and Toronto, being employed in that service until 1860, when he removed to Buffalo and from that point to Chicago and Duluth. He has been sailing ever since. In 1863 he shipped as wheelsman on the propeller Winslow, and in that capacity, and as mate and sailing master, he has been employed up to the present time. In 1876 he was sent to Marquette, Mich., to fit out the propeller City of Port Huron, and sailed on her as mate until the 16th of September of that year, when the vessel was sunk in a storm off Lexington, in Lake Huron. For the balance of the year he was second mate of the propeller Oneida, and in 1877-78 he was master of the barge Dictator, sailing from Buffalo to Chicago and Duluth. In the spring of 1879 he shipped as first mate of the propeller Potomac, of the Western line, and the following year shipped as second mate of the propeller Philadelphia, of the Anchor line, completing the year in the same capacity on the propeller Roanoke and the steamer Cuba, of the Commercial line. In 1881 he retired from active service, and did not return till 1883, when he shipped as first mate and sailing master of the Potomac, running between Buffalo and Chicago and Duluth.

In 1885 Captain Sheils entered the service of the Union Steamboat Company, the same year becoming second mate of the propeller Winslow, of the Anchor line, and November 2, of that year, he shipped as mate on the propeller Cuba. The next season and until October he sailed on that vessel, and then became mate of the Russell Sage, finishing the year as second mate of the propeller Chicago. In 1887 he shipped as mate of the Russell Sage, of the Wabash line. In the spring of 1888 he fitted out the propeller Gordon Campbell, of

the Anchor line, on which he sailed as mate for two seasons, and in 1890 he fitted out the steamer Northerner, of the Maytham line, on which he remained as mate till June 12, when he shipped on the steambarge A. L. Hopkins, of the Wabash line, as mate. In 1891 he served as mate and sailing master of the steamer St. Louis, and the following year he again became mate of the Hopkins. In 1893 he sailed in the same capacity on the steamer Russell Sage, of the Wabash line, and on the 3rd of August of that year he was transferred to the S. C. Reynolds, of the same line, on which he is still employed as mate.

Captain Sheils was married to Miss Fannie McCormick, of Ontario, Canada, daughter of Francis McCormick. Socially, he is a member of the American Association of Masters and Pilots of Steam Vessels of the United States. He resides at No. 345 Herkimer street, Buffalo; New York.

CAPTAIN GEORGE L. GRASER has the reputation of being one of the most careful navigators on the Great Lakes. He is of German extraction, being a son of Valentine and Anna Grace Graser, both of whom were natives of Germany. Valentine Graser was a cutter by trade. He reared quite a family of children, four of whom are now living besides the subject of this sketch, viz.: William, who was a superintendent in the Buffalo post office seven years, but later engaged in the hardware business; Valentine, a cigarmaker; Jacob, a harness-maker; and Hattie, wife of Mr. McBodie, a resident of Chicago.

Captain Graser was born at Buffalo, in 1848, and attended Public School No. 12. He began sailing in the fall of 1862, as waiter in the steamer Plymouth, in which he remained about three seasons, in 1865 entering the service of the propeller Buffalo as watchman, but was compelled to leave her before the close of the season because of illness. During the following season he was watchman and lookout respectively on the Potomac, and the succeeding season he wheeled the Roanoke. The next two seasons he wheeled the old Empire State, and for the three following seasons he was second mate,

respectively, of the Empire State, Potomac and Mohawk, and then again mate of the Potomac. His next service was as second mate of the Waverly two seasons, then mate of the Jay Gould part of a season, and second of the Starrucca for the remainder. He then was mate of the Avon half a season, being transferred from that berth to master's berth in the Jay Gould, which he filled for a season and a half. About that time Captain Graser left the lake service for a couple of seasons, during which he was stevedore for the Lake Superior Transportation Company one year, and for the Anchor line for a like period. Returning to his former line of work, he obtained mate's berth in the steamer Arizona for part of a season, from which he was transferred to the same position in the Delaware, remaining on her until the last trip of the season, which he made in the steamer Susquehanna. For the season of 1887 Captain Graser was master of the Arizona until November 17, when she burned inside the breakwater at Marquette, Mich. Her cargo consisted of 800 barrels of oil, 100 tanks of acid, 1,400 boxes of tar paper, matches, some candles, turpentine, canned goods and a deckload of wheelbarrows. She took fire about five miles out, and had just time enough to get into the harbor before the fire gained such headway that the crew were compelled to jump for their lives. The conflagration was so brilliant that the people of Marquette called the steamer the "Wild Arizona." She burned to the water's edge, but was subsequently rebuilt and made over into a steambarge.

During the following five seasons Captain Graser was master of the steamer Gordon Campbell, and in 1893 he became master of the steamer Cayuga, which was sunk in a fog about two miles below Skillagalee light May 10, 1895, coming in collision with the steamer Joseph S. Hurd, a lumber barge. The Cayuga was loaded with flour, and went down in 101 feet of water; her crew was picked up by the steamer Manola and taken to Mackinaw. Captain Graser finished that season as master of the propeller Chili for a couple of trips. During the season of 1896, until

August, he was master of the excursion steamer Nellie, out of Buffalo harbor, for the remainder of that season was mate of the Chili, and has been in that position ever since. Captain Graser has been ten seasons with the Union line, ten with the Western Transit line, and nine with the Anchor line, and was always a favorite with his employers. He has been a member of the Ship Masters Association about eight years, and of Local Harbor No. 41, of the American Association of Masters and Pilots, since its organization.

In 1882 Captain Graser married Miss Mary Anderson, of Chicago, by whom he has three children: Cyril, George and Gordon. The family residence is at No. 361 Potomac avenue, Buffalo, New York.

JOHN FINLEY, at present assistant engineer at the Buffalo Water Works, was born at Buffalo October 7, 1856, and received his education in the public schools of that city. He is a son of John and Anne (Martin) Finley, the former of whom, a millwright by trade, was at one time in the elevator business in Buffalo. Mr. Finley has an uncle, James Finley, who is superintendent of the Dakota and Sturges elevators.

John Finley, the subject of this sketch, learned the trade as machinist at the King Iron Works, where he was employed continuously for five years after he left school. In 1877 he began life on the lakes as second engineer of the steamer Juniata, of the Anchor line, remaining on her in that capacity two consecutive seasons. The season of 1879 he was second engineer on the India, of the same line, and in 1880 he was promoted to the position of chief engineer on the propeller China, taking the place of John Wise. The first part of the season of 1881 Mr. Finley worked in the King Iron Works, and in June was made chief engineer of the steamer John B. Lyon, remaining with her to the end. For the seasons of 1884-85-86 he was second and chief, respectively, of the Nyack, Russell Sage and Parnell, one season each. For the following three seasons he was chief of the John B. Lyon, and for the years 1890 and 1891

he was assistant chief engineer of the Thompson & Houston electric light plant at Buffalo. From 1892 until March, 1895, inclusive, he was chief engineer of the steamer North Wind, of the Northern Steamship Company, and then became chief engineer of the "Niagara Hotel," on Porter avenue, Buffalo. On June 3, 1896, Mr. Finley was appointed assistant engineer at the Buffalo Water Works, and still retains that position.

Mr. Finley was married, in December, 1891, to Ida Hitschue, and they reside at No. 60 Compton street. He has been a member of the Marine Engineers Beneficial Association about fifteen years.

Thomas Finley, an only brother of John Finley, was on the lakes in various capacities up to second engineer for about fifteen years, and at the age of thirty-five years was lost by the foundering of the steamer W. A. Gilcher in Lake Michigan, near the North Manitou islands, October 18, 1892, on her second trip out. John Finley was in all probability within thirty miles of the Gilcher when she went down, but did not learn of her loss until his arrival in Buffalo. He immediately left his steamer and took a train at midnight for the immediate vicinity of the wreck, arriving there about four o'clock in the afternoon of the following day, which was Saturday. He was carried to North Manitou island by the life-saving crew, and there found some of the upper works of the Gilcher and quantities of wreckage on the shore. He also found fifteen life preservers with the straps broken and the bodies of Greene, the steward, and Williams, the fireman, which had drifted ashore bouyed by the life preservers, and that of another member of the crew so black that it was not recognizable. This body had a life preserver on with the initials W. H. G. upon it, and it was subsequently buried on the island. Mr. Finley learned while there that Charles Rowe, of Harbor Springs, Mich., while sailing in the vicinity of the wreck, had picked up the midship spar of the Gilcher about twelve miles northeast from South Fox Island light, and towed it to that island. This spar was split, undoubtedly because

the vessel broke in two before going down, it being evident from the appearance of the spar that it had been held by the stays. Another evidence that the vessel was lost in that manner was furnished by the fact that No. 6 (center) hatch cover was also broken across the middle. This was also seen by Mr. Finley. He spent about fifteen days in the hopeless search for his brother's remains, and finally had to abandon it. Before leaving, however, he learned that about twenty-four hours before the loss of the Gilcher the crew of a small schooner, while on her course, had passed the Gilcher so closely that they signaled to her to change her direction, but no attention was paid to them. When passing they were near enough to observe that no man was to be seen above decks, and that the wheel of the Gilcher was turning very slowly, something evidently being wrong at the time. Sidney B. Jones, of Marine City, was chief engineer of the Gilcher, and she was mastered by Captain Wick, of Huron, Michigan.

CAPTAIN BEN GREGORY was born at Bristol, England, April 2, 1848. At an early age he came to America with his parents, and settled at Niagara Falls.

The strong desire to follow the sailor's life was manifest when he was but a lad, and at the age of fourteen years he began the work to which he has since devoted himself. His first experience was on the brig Christena, in command of Capt. James Kelley. He remained there several seasons, and then shipped on the William Penn, Josephine, Fairfield, Oliver Mitchell, and many other schooners. In 1876 he was given command of the schooner London, where he remained three years, then going on the schooner Margaret A. Muir. He commanded the schooner Canada two years, and the following season brought out the T. J. Merritt, from Port Dalhousie, which he commanded one year.

Captain Gregory then shipped on the Edward Blake, as mate with Capt. William McAvoy; and after two seasons served in the same capacity on the F. B. King and R. B. Hayes, with Capt. B. Griffin. His next

boat was the Aloha, upon which he acted as mate two years with Capt. Alfred Ade. Upon the F. B. Gardner, in command of Captain King, he sailed three seasons; and later upon the Winona, with Captain Davis, and on the Kate Brainard with Captain Donnelly. At this writing he is on the Winona with Captain Davis.

About 1875 Captain Gregory was married to Miss Margaret McAvoy, sister of Capt. William McAvoy, with whom he sailed in the Edward Blake. To them three children have been born: Anna, who was married to James Dillon, and who is deceased; Minnie, who is unmarried and resides at her father's home, No. 78 West Chippewa street, Buffalo, N. Y.; and Emma, who is married to S. R. Gill, a well-known steward on the lakes, and is deceased.

CAPTAIN SEYMOUR SHRIVER is one of the oldest tug men in Buffalo harbor. He was born in St. Remi, Quebec, Canada, December 14, 1833, and at the age of two years went with his parents to Ransomville, N. Y., where he resided for about nine years. On the first day of January, 1844, he located in Buffalo.

The first practical work Captain Shriver engaged in was running an engine in Rumsey's tannery for three months. From that time until 1858 he was employed in various capacities on the Erie canal, and during the last named season he commenced tug work in Buffalo harbor as engineer of the tug Itaska, on which he remained three successive seasons. On election day, in November, 1861, he was quite seriously injured while on duty. In 1862 he became master of the tug Daniel Boone, and was subsequently master of the tug May Queen and several others until 1866, during which season he took the tug Ontario, owned by Captain Kingman, and towed the Fenians across the Niagara river, from Black Rock to Lanigane dock, near Fort Erie, and then took her to Galveston, Texas, at which place he commanded her until November. Captain Shriver has been steadily on tugs from the time he began in 1859 until the close of the season of 1896, during which he was master of the Oneida. At one time he took the

tug H. G. Knowlton to Albany for Mr. Ed. Maytham, and during his career has handled tugs for the Cotter's line, White Star line, Shriver & Killelia's line (his brother being a partner of this firm) and Owen's line. No person connected with the interests of Buffalo harbor is better posted about tug matters than Captain Shriver.

On September 8, 1861, our subject was married to Miss Emma Brown, who was born in St. Emma, near Three Rivers. They have had thirteen children, the following named being the only ones now living: Emma, wife of Henry M. Hummel, of Gowanda, N. Y., now of Buffalo; Charles, engineer of the tug Conneaut for the season of 1896; Selina; Elizabeth, wife of Arthur Dolbear (born in England), now a resident of Buffalo; Julia; Josephine; Fanny, and Arthur, who is employed at the Catholic Publishing Company.

CAPTAIN JOHN BARROW has had an eventful career both on the Great Lakes, and on shore since retiring from seafaring life. He was born in Cleveland in 1836, his father being Capt. Richard Barrow, and at the age of fourteen he went on the lakes as cook of the schooner Mary, which was commanded by his father, remaining on that vessel for two years. His next employment was as porter on the Telegraph, and later he served as wheelsman on that vessel until 1857. He began the season of 1859 with his father on the schooner Union, but left that boat in July of that year and shipped in the North Star. The following spring he again shipped on the Union, and there remained until she was sold in August, 1864, when he secured a berth on the yacht Octava, Captain Goulder in charge, to New York, arriving there in January, 1865, and returning home by train. He then purchased the schooner Eagle, which he sailed during the seasons of 1865 and 1866, and the following year was mate of the Mountain Maid for a short time, but on August 7, 1867, retired from the lakes to become a member of the Cleveland police force, with which he was connected for the long period of twenty-eight years, resigning in July, 1895. For the last thirteen years he had

served as lieutenant, and, as he was always prompt and faithful in the discharge of his duties, he proved a popular officer.

In 1860 Captain Barrow married Miss Katherine Hartman, of Columbus, Ohio, who died in 1889, and five years later he wedded Miss Marguarette Mapes, of Detroit, by whom he has a daughter.

Capt. Richard Barrow, father of our subject, was born in 1800, in Kent, England, and sailed on the English Channel for a number of years previous to coming to the United States in 1831. He was married in 1818 to Miss Mary Slatter, of England, by whom he had seven children: George, Richard, Ann, Sarah, Joseph, Thomas and John. In 1836, with his son Richard, he purchased the sloop Wave, and the following year commenced trading with the fishermen and Indians on Lake Huron. In 1842 he bought the Friendship, sailing a part of the time as a packet boat, and later he purchased the sloop Emma, which he also ran as a packet until the fall of 1848, when he built the schooner Mary, running it for several years on the Cleveland-Port Stanley route. Selling the Mary in 1852, he purchased the steamer Telegraph in Detroit, which he sailed until August 2, 1858, when she collided with the schooner Marquette, and sank forty miles off Cleveland. In the spring of 1859 he built the schooner Union, sailing her until his death, in June, 1861.

CAPTAIN ROBERT YOUNG was born in New Castle county, Del., December 16, 1844, and is a son of Rufus P. and Sarah (Bullock) Young, who were natives of the same State, and of Scotch and English descent. The father was a soldier in the war of 1812. In the county of his nativity, Captain Young attended the common schools until thirteen years of age, when he went as cook on a small boat on the Susquehanna river, which was employed in the fishing business. After two years spent upon that vessel, the following spring he was appointed cook and mate of a sloop that carried brick and wood from northeastern Maryland to Baltimore. He next shipped on the schooner Ardelia Kelley, running

from Baltimore to Providence, R. I., and Boston, and on the John Lynn went to China and the islands of the China Sea, a trip which occupied thirty-six months. On arriving at Queenstown, the ship was ordered to Baltimore, and soon afterward Captain Young was employed on the Black Ball line, running from New York to Liverpool. In the next few years he visited the West Indies, the coast of Africa and the Mediterranean Sea.

In 1862 the vessel on which the Captain sailed was shipwrecked at Lisbon, Portugal, and at that place he then joined the United States navy, serving until the close of the war as ship corporal, sergeant and quartermaster. In 1865 he first went upon the lakes, as a sailor on the schooner Columbia for one season, but spent the year 1866 in the Pennsylvania oil regions. Return to the lakes in 1867, he served as second mate on the schooner Donaldson for three years, and after serving as mate on the J. G. Maston for some time, he was given command of the Acorn, Lotus, America and the Donaldson, upon which he remained for seven years. For the past twelve years he has been the popular and efficient captain of the Cuba.

On December 16, 1873, Captain Young married Miss Margaret Furlong, a native of the Isle of Man, and they have two children: William E., who was formerly with the *Daily News* and *Inter Ocean* of Chicago, but is at present connected with the New Haven *Evening Register*, of New Haven, Conn.; and Rufus P., who is still in school. The Captain is a member of the Masonic order; is president of the Chicago branch of the Ship Masters Association, and also belongs to the grand lodge of the latter organization.

GEORGE A. GRUBB. It falls to the lot of a few men to carry along the burden and responsibilities of any movement intended for the general good. One of the institutions in connection with the Great Lakes which has become a potent factor for the benefit of those directly interested therein, is the Marine Engineers Beneficial Association.

One of the most prominent workers of this organization in Chicago has been the subject of this sketch. Mr. Grubb was the corresponding secretary from 1893 to 1897 inclusive. The order was founded at that port in 1875, and for some considerable time there were two lodges, known as Lodges No. 4 and No. 68. They subsequently became amalgamated under the name of Chicago No. 4. Besides filling the offices of treasurer, recording secretary and and others, Mr. Grubb was the representative of the Chicago lodge to the national convention in Washington for the years 1895, 1896 and 1897.

Mr. Grubb was born in Canada in 1862. He sailed on the Mississippi early in life, and came to Chicago from Burlington, Iowa, and began sailing from this port in 1881. For several years he was on the river tugs, and in 1884 became engineer on the tug Uncle Sam. He was then on a number of tugs of the Dunham Towing & Wrecking Co. until 1890, when he was appointed engineer for the Chicago & Northwestern Elevator Co. He remained in that position for five years, and in 1895 entered the employ of the city. He is now assistant engineer of the Chicago avenue water works. For over ten years he has been associated with the traffic of the Great Lakes, and besides the work on the river he has taken occasional trips on the lakes. He is one of the prominent members of the engineering department of lake navigation.

CAPTAIN JACOB F. HECTOR, from the land of the ancient Vikings, who, as tradition and history teaches us, were the most hardy and victorious rovers of the sea during the early ages, is now a dignified and courteous master and navigator of an American passenger steamer on Lake Superior, and is eminently qualified to fill this position to the pleasure of his passengers and the satisfaction of the owners. However high rolls the waves of the greatest of lakes the Captain never hesitates to run into them, and thus during the eight years he has had command of the steamer Hiram P. Dixon, he has never missed a trip. He was born June 19, 1848, in Hammerfest, near North Cape, the most

northerly part of Norway, and is a son of Christian F. and Caroline (Holmgren) Hector, both Norwegians. The father was a master mariner and fisherman of the North Sea, and owned several small fishing sloops. The family left Norway in 1865, and came to the United States, locating in Chicago, where the mother died in the fall of the same year. The father survived his wife until August, 1877, when he passed away at the age of sixty-four years.

Previous to leaving Norway Captain Hector acquired a public-school education, and also his first experience as a mariner on the North Sea in his father's fishing sloops. He was an expert boatman, and such was his skill that he rode out a winter storm in 1864 off the isle of Wardo one night, when several vessels and eighteen men had perished in the harbor. After locating in Chicago with his parents he found employment in a chair factory, and later in a planing-mill on South Water street. It was on February 14, 1870, that he went to Duluth, where he engaged in the fishing business with the tug Fred and Will, and several boats which he and Mr. McLean had purchased, the firm name being Hector & McLean. In 1878 they met with a misfortune in the loss of their tug, which was destroyed by fire on the Apostle island, after which they purchased the tug Siskiwitt. The Captain was manager of the business and conducted it until 1879, when, during the summer of that year, the firm name changed to Cooley, Hector & McLean, and continued in operation until 1882, when business was discontinued and the outfit sold. Captain Hector then purchased the tug Amethyst, and engaged in fishing and general towing, until 1887. He then opened a grocery store, and during the summer made a visit to Fargo, N. Dak., but not finding his hopes verified he returned to Duluth, and entered the employ of A. Booth as mate on the passenger steamer Hiram R. Dixon, having to go to Baltimore, Md., after her, and with Captain Wheeler in command took her to Portland, Maine, where Captain Hector assumed command, and brought her up to Duluth. The next year he joined her as mate. In the spring of

1890 he was promoted to be master, and has sailed her on the route between Duluth and Port Arthur ever since. He has fifteen issues of license.

In October, 1871, Captain Jacob F. Hector was wedded to Miss Charlotte Caroline, daughter of Peter J. Sampson. The children born to this union are Jacob Siverine, and John Frederick, both of whom died young; and Fred Christian, Clara Marian, Stella Charlotte Josephine, Johny Arthunder, and Pearl Leonora Hector. The family homestead is at No. 1017 East Third street, Duluth, Minn. Socially, the Captain is a member of the American Association of Masters and Pilots of Steam Vessels, and of the Ancient Order of United Workmen.

PETER MARCOUX was born in Quebec, Canada, and lived at that place until he was seventeen years of age. Here, however, his education and training were almost entirely in French, so that since his removal to the United States he has been obliged to make a thorough study of English in the night schools of different cities in which he has been located. Also profitably put in four winter terms in the study of engineering and drawing in schools in Chicago. At the present time Mr. Marcoux is equally fluent in both languages, having well mastered the task that was set before him. He is the son of George and Felicite (Badard) Marcoux, the former a carpenter by trade and still residing at Quebec. The mother died in 1865.

After working in a machine shop about two years, Mr. Marcoux left Canada and came to Michigan, and for some time was employed in a sawmill at Menominee. Removing to Escanaba he worked at the carpenter's trade, after which he began his marine life, to which he has devoted his time since. In 1880 he went on the Argonaut as fireman for part of a season, with his uncle, Charles E. Marcoux, who was chief engineer, and who was lost on the Vernon in 1887, our subject being with him until that time, after which Mr. Marcoux filled the same position on the Rube Richard for the remainder of the year. That winter

he returned to Escanaba, and was employed in a grocery store, going as fireman on the Chauncey Hulbert the following season. Upon this boat he remained two years, and receiving papers in August acted as second engineer after that, holding the same berth upon the J. C. Parrotte for a short time; the remainder of the season he went on the Fayette Brown as greaser. The following winter he spent in Chicago as engineer of a building, and during June of the next season he shipped on the Argonaut as second engineer, and remained two and a half seasons. He acted as chief of the same boat for two seasons, and then spent a season and a half on the Escanaba as chief, finally, in July, 1894, coming on the Parks Foster, on which he has since remained

GEORGE F. LYNN is a son of Dennis and Ellen Mulvill Lynn, residents of Port Huron, Mich. The father was a pioneer in marine circles, being a prominent and successful tug agent and marine reporter, and followed this vocation up to the time of his death, which occurred May 30, 1898. There were seven boys in this family, all of whom are or have been identified with navigation on the Great Lakes: James J. being general agent of the General Electric Company and in charge of their lake work; Edward, a tug captain in Cleveland; M. J., who is retired from marine life, and is in the hardware business at Bay City; W. J., captain of the new Niagara, owned by Muson and Hall, of Buffalo; Dennis, Jr., marine reporter at Port Huron; and Daniel E., in the employ of Dunham Towing and Wrecking Company, of Chicago, as assistant superintendent of tug line. He received a gold medal from the government in recognition of his services in saving a number of lives on the St. Clair river, and a particularly gallant attempt to rescue the crew of the schooner William Shupe, which went ashore above Fort Gratiot light during a severe storm in May, 1894.

George F. Lynn, the subject proper of this sketch, was born at Port Huron, Mich., May 29, 1868, and there attended school until sixteen years of age. He was first occupied in machine shops during the

winter, and at firing and decking on tugs of Lynn's Tug line in the summer season, spending two years in this way. In 1887 he went as oiler on the *Aurora*, which was the largest steamer then on the lakes, and the following season was on the *Wyoming* in the same capacity. In 1889 he was second engineer on the *Robert Mills*, and for the four consecutive seasons of 1890-91-92-93 was chief of the *John G. Moran*. The two succeeding seasons found him serving in the same capacity on the *Choctaw Chief*, going on to the *F. & P. M. No. 5* as her chief in December, 1896, and continued on her up to 1897. The *F. & P. M. No. 5* is in service continuously the year round, never laying up winters.

In 1898 our subject became engineer and superintendent of the Lake Michigan Car Ferry Company's boats, plying on Lake Michigan between Peshtigo, Wis., and South Chicago, remaining in this position till the close of navigation, when he became manager of the marine department of the O. S. Richardson Fueling Company, of Chicago. Mr. Lynn is recognized as a prominent and competent engineer in the lake service, and that estimate of his qualities is borne out by his record on the lakes, and also by his service as chief engineer at the Detroit power house of the Citizens Electric railway during the first year of the electric service. He has eight issues of chief's licenses. He is unmarried, and lives at No. 1498 West Adams street, Chicago.

EDWARD DEMPSEY is a marine engineer well known to all who follow the same calling on the lakes, and especially known to many of the older class whose lives were spent thereon. He was born February 11, 1840, at Woodbury, N. J., and since his fifteenth year his life has been closely connected with this line of work in its several departments. He is a son of James and Ann (DeBender) Dempsey, who were natives of Ireland and Pennsylvania respectively.

James Dempsey came to America at the age of twelve years, and spent nearly his entire life as a railroad engineer, having been in active service over forty years. He

died in 1888, his wife surviving him until the spring of 1896. Mrs. Dempsey's father was a ship carpenter by trade, and was employed upon the building of the frigate *Pennsylvania*, which at the time of its construction was the largest boat in the United States navy.

Edward Dempsey was only a year old when the family moved from New Jersey to Corning, N. Y., whence, after a short residence, they moved to Buffalo, and later to Toledo. From this place they came, in 1845, to Cleveland, where Mr. Dempsey has since had his place of residence. After attending school for some time he entered a boiler shop, and worked during the summers until 1858, when he entered the Lake Shore & Michigan Southern railroad shops, and served an apprenticeship of five and a half years. At this time he formed a partnership with Henry McGann, and opened a shop for the manufacture of telegraph instruments and light machinery. In this business Mr. Dempsey remained but one year, then entered the shop of Thomas Manning where he was employed during the winter season for several years. His first experience in sailing was gained on the *Ironsides* in 1866, of which boat he acted as oiler for one season, going the next fall on the *Michael Groh* as second engineer, in which capacity he served until the spring of 1869, when he became chief of her. In 1871 he was on the tug *Clematis*, and the following year again on the *Michael Groh*, this time as chief. The next season he went on the *Peerless*, and remained until the *Oscar Townsend* came out new, upon which he spent the rest of the season. For one season he served as second on the *Fay*, and then spent four years as chief on the tug *P. L. Johnson*, after which he left the lakes and entered the employ of the Cleveland Linseed Oil Works as night foreman. From this position he went to Leavenworth, Kans., and started a linseed oil manufactory, and remained there but eight months, when he returned to the east and his life on the lakes. The following two years he spent on the *Oceanica*, and then for a time was engineer of the Cleveland post office. Upon

his return to the lakes he went as chief on the *Aurora* for one season, on the *Progress* and *Norman* one season, and in 1891 brought out the steamer *Briton*, transferring from this boat to the *Wanatan* in 1892, and remained with her six seasons, after which, in 1898, he became chief on the *Castalia*.

On October 24, 1864, Mr. Dempsey was married to Miss Katherine Conlan, of Cleveland, a sister of Father Conlan, who was for many years priest of St. Patrick's parish in that city. Mr. and Mrs. Dempsey have six children: Genevieve; J. Edward, now in charge of the office of the Calumet Steamboat Express Company, of Chicago; Violet; Adelaide; Thomas, who inherits his father's love for marine life, acts as oiler on the *Castalia*, and Joseph, all of whom reside in Cleveland.

JOHN N. PHILLIPS holds the service record as one of the best and most reliable engineers on the lakes. He is now serving his forty-fifth season as chief engineer, and has never missed a trip or laid off a watch during his long and useful career.

It is a pleasure to chronicle the integrity of purpose and honest, lifelong service of any one connected with the marine interests of the Great Lakes, but the record of a well-known pioneer engineer like Mr. Phillips is of more than ordinary interest to the able class of skilled mechanics now carrying out in their own sphere the grand destiny of the commerce of the Great Lakes. With such an unbroken and satisfactory record and the present indications of a rugged constitution, it is quite likely that Mr. Phillips has many years of active service before him, at least until he reaches the half-century mark; and it is certainly the wish of his many friends that in the autumn of life he may be permitted to rest beneath his own vine and fig tree, which his thrifty and abstemious habits have permitted him to grow in his native town of Alexandria, with his trusting consort, who for many years has anticipated the opening and patiently awaited the close of each season of navigation.

Personally, he is a man of great good nature, an enjoyable companion, and a

shipmate above reproach. He is a son of Eden and Sarah (Dresser) Phillips, and was born in Parmelia, Jefferson Co., N.Y., October 18, 1831. His father was born in Salem, Mass., and is a descendant of old Puritan stock. In 1834 John N. removed with his parents to Alexandria Bay, N.Y., the family being numbered among the pioneers of that charming locality, as there were but three or four houses in Alexandria at that time, and it was there that young Phillips received his public-school education. After leaving school he went to work with his father in the carpenter shop but he soon discovered the benches were too high for a boy of his inches, and he exchanged this berth for a place in a sawmill, where he remained four years, during which time he gained a good general knowledge of machinery.

Hence we find Mr. Phillips, in 1853, second engineer on the steamer *Cincinnati*, of the old Oswego Steamboat line, plying between Oswego and Chicago. The next spring he shipped as second engineer on the steamer *St. Nicholas*, holding that berth until May, when he was appointed chief. In the spring of 1855 he was placed in charge of the machinery of the steamer *Kentucky*, and remained in that position three years, transferring, in 1858, to the steamer *Dubuque*, of the same line. In the spring of 1859 he entered the employ of the old Northern Transportation Company as chief engineer of the propeller *Ogdensburg*, plying between Ogdensburg and Chicago. During the next four years he had charge of the machinery of the propeller *Empire*, followed by three seasons on the propeller *Maine*. In the spring of 1867 he was transferred to the propeller *City of Toledo*, and ran her two seasons. When disaster overtook this fine old line of propellers in 1866, Mr. Phillips went to work for Mr. Merrick, of Detroit, as chief engineer of the lake tug *Samson*, retaining that berth two seasons. In the spring of 1871 he was made chief of the steamer *Glasgow*, plying in the lumber trade and owned by D. C. Whitney, of Detroit, remaining on her three seasons. His next steamer was the *Inter-Ocean*, also belonging to Mr. Merrick, which he ran five



JOHN N. PHILLIPS.

seasons, transferring in 1879 to the Glasgow, on which he passed three seasons, and bringing out new the steamer D. C. Whitney, in 1882, as chief, retaining that berth seven successive seasons, thus rounding out thirteen years in the D. C. Whitney employ, while he was seven years in the Merrick employ.

In the spring of 1889 Mr. Phillips entered the employ of the Ogdensburg Transportation Company as chief engineer of the steamer William J. Averill, transferring the next season to the James R. Langden, on which boat he served five seasons. In the spring of 1895 he was appointed chief engineer of the Governor Smith, which berth he was holding at the close of 1898. As Mr. Phillips has never had any severe accident to his machinery, and has never been discharged from any berth, it is needless to say that he has given universal satisfaction to the people for whom he has worked. He has issues of forty-one marine engineer licenses, and was engineer for three years before such papers were required by the government.

Socially he is a Master Mason, his lodge being No. 297, of Alexandria Bay, which he joined in 1858, and has therefore been a veteran for forty years. On March 23, 1851, Mr. Philips was united in marriage to Miss Nancy Seaman, and their only daughter, May, is now Mrs. William T. Bascom, a druggist at Alexandria Bay.

CAPTAIN SIMON O'DAY, of Muskegon, Mich., was born at Kilrush, County Clare, Ireland, in 1843. In 1850 the family emigrated to Canada, landing at Quebec, and after a residence of three years in Hamilton, Ont., removed to Buffalo, N. Y., where the Captain secured his education in the public schools. When he was but sixteen years of age he shipped on the schooner Petrel, and afterward on the schooner Chief Justice Marshall, on which he served during the season of 1859. Upon the opening of the season 1860 he joined the schooner Circassian, and was transferred to another vessel during the season, and sailed on various vessels until the year 1872, when he took charge of the schooner Con-

test, of Chicago, remaining master of her five seasons. For three years subsequently he was master of the schooner H. C. Albrecht, and in 1881 he purchased an interest in the steambarge C. Hickox, and ran her as master eight years. He then purchased an interest in the steamer D. W. Powers, and was master of her four seasons. He sold his interest in the Powers in 1892, and in 1893 sailed as mate and master out of Chicago, finishing the World's Fair year as mate of the steamer George Burnham. In 1894 he sailed the steamer J. H. Shrigley, and in 1895 became master of the Samuel F. Hodge. In 1896 he was master of the Isabella J. Boyce, since which time he has been sailing the lakes.

In 1868 Captain O'Day was married to Miss Mary Brennan, of Buffalo, by whom he had six children; Mary, Brian, Thomas, Jennie, Simon and Annie, all of whom are living. After their marriage Captain and Mrs. O'Day moved to Muskegon, Mich., where they resided until 1899, in which year they moved to Buffalo, N. Y., where they now make their home. Captain O'Day is well known as an inventor of an oil projectile, used for calming the waves.

JAMES ROURKE, who has sailed on many different vessels during his life on the lakes, was born in Ireland, in 1842. His parents removed to Cleveland in 1844, bringing him with them. His father was a distiller, and came to the United States to take charge of a large distillery situated in that part of Cleveland known as Whisky Island.

James Rourke commenced sailing in 1860 on the scow Black Swan. Later he went on the schooner Gibbs, making a voyage to Marquette, where the first iron ore mines were opened at that point, and on his return trip brought a full cargo of 350 tons to Cleveland. [In those pioneer times the ore was placed on the vessel by means of wheelbarrows, and it required a week to load the Gibbs.] In 1863 he joined the steamer Osage, of the United States navy, remaining on her a year, and being present at the battles of Vicksburg, Fort Hudson and other engagements; and was also in the

Red river campaign. In the following year he served on board the *Ranier*, then joined the *Plymouth Rock*, and later served on the *Idaho*, and the schooner *Africa*. In 1871 he retired to the shore, engaging in the business of buying and selling marine supplies, etc., which occupation he still follows. During recent years Mr. Rourke has been interested in a number of sailing vessels, owning at different times a half-interest in the *Marie Martin*, J. S. Richards, *Golden Fleece*, F. A. Georgia, *Irene* and the scow *Kitty*.

On November 25, 1881, he was married to Miss **Mary McNelley**, and they have one child, *May Florence*.

CAPTAIN ALEX JOHNSTON, a well-known and popular shipmaster, sailing out of West Bay City, formerly of Detroit, is so diffident about speaking of himself that it is difficult to render justice to his hospitable, upright, conscientious traits of character and disposition in an article of this nature. He cannot however, preclude the writer, who has the pleasure of his acquaintance, from saying that he is a courteous, companionable man, of fine physique, warm, sunny temperament, and generous to a fault. He was born December 11, 1856, at Moore, Ont., a hamlet on the St. Clair river, and is of Scotch-Irish descent. He received a liberal education in the public schools of his native place, and the studious habits acquired during his boyhood days are still retained, and it is therefore unnecessary to say that he is an unusually well-informed man relative to general history, as well as the current events of the day. He has had no artificial influence to help him to obtain the position he now holds as master of a steamboat, but has secured it by his own merit.

Soon after reaching his majority Captain Johnston began his career on the lakes, his first boat being the *Jupiter*, on which he remained but a short time. He then held various berths, from that of sailor before the mast to the office of mate, up to the spring of 1894, when he was appointed master of the steamer *Isabella J. Boyce*, trading between Bay City and Chicago, and from Buffalo to Lake Superior ports. In

the spring of 1895 he was appointed master of the steamer *Sparta*, engaged in trading to all ports on the lakes, which he has sailed with good business success for four seasons, including that of 1898.

Socially, the Captain is an ardent Mason of high degree, having reached the thirty-second, and is a Noble of the Mystic Shrine. He is also a member of the Ship Masters Association, and carries Pennant No. 1081.

In 1897, Capt. Alex Johnston was wedded to Miss Nettie S., the eldest daughter of Capt. William Neal, of West Bay City. The family homestead is pleasantly situated on South Dean street, West Bay City, Michigan.

HALVOR MICHELSON, a leading vessel owner and prosperous business man of Chicago, is a native of Norway, born at Mellis Stavanger, in 1838, a son of Gunder and Christiana (Walverg) Michelson, also natives of that country. The father was a sailor, going before the mast at the early age of nine years, and sailed from Norway to all the principal ports of the world, and was a vessel owner and captain for thirty years, and more before coming to the New World, in 1854. He took up his residence in Chicago, and sailed out of that port for some years. During the Civil war he enlisted in the navy, and was assigned to the vessel *Florida*, where he served until hostilities ceased. Later in life he became paralyzed and died in Chicago, in 1894, aged eighty-five years, his wife passing away in the same city in 1897, at the age of eighty-nine years.

Mr. Michelson, whose name introduces this sketch, lived in Norway for the first sixteen years of his life, and while quite young sailed with his father, becoming a pilot boy, in 1853, on vessels out of Stavanger, Norway. The following year he accompanied his parents on their emigration to America, and in Chicago learned the trade of sailmaking, starting in that business for himself in 1861, his sail loft being located on South Water street, and continued in this until it was destroyed in the great fire of October, 1871, with a loss of

over \$12,000. Undaunted by reverses he began life anew, and became interested in the business with other parties for a few years. In 1864 he became interested in vessel property, his first boats being the schooners Yankee Blade and the Maine, the former of which was lost in Green bay, the latter off Milwaukee. In 1867 he built the Holmes and Michelson, and one year later the Cecelia, which was lost in White Fish bay, Lake Michigan. In partnership with William Johnson he built the Lena Johnson, which they sold a few years later. He has owned interests in many other vessels, including the Ebenezer, which was lost in 1892, but which was later reclaimed and is now in commission. At one time he owned an interest in the schooner Barbarian, which he has since sold. His present fleet consists of six good vessels, which sail from the port of Chicago, engaged in the lumber trade. One of these is the scow Four Brothers, built by Charles Reitz, in 1880; another is the E. R. Blake, built in 1868, which he purchased of Mr. Blake, of Port Washington; and the Grace M. Filer, built in Chicago, in 1883, by Mr. Michelson, who also had the C. Michelson, a two-masted schooner built at White Hall, Mich., and brought out in 1868. He bought the George A. March in Chicago, a vessel built in Muskegon, Mich., in 1868, and the A. J. Morey, built at Miller's shipyard, Chicago, and purchased by Mr. Michelson, in 1895. He is a safe, conservative and reliable business man, who has achieved success entirely through his own efforts, and has the respect and confidence of all with whom he comes in contact, either in business or in social life.

In 1863, in Chicago, Mr. Michelson was united in marriage with Miss Christina Johnson, a native of Norway, and a daughter of Christopher Johnson, one of the early pioneers of Chicago. Of the eleven children born to this union, seven are still living, namely: Gideon, now a shipmaster; Mrs. Ida Torsen, whose husband is an attorney, and was a member of the Board of Education in Chicago, in 1897; Walter, who is engaged in the drug business on the corner of Erie street and Center avenue; Herbert, a

dentist of Chicago; Victor, an attendant at the Lewis Institute; Anna, a student in the high school; and Norman.

Although a staunch Republican in politics, Mr. Michelson usually votes independent of party ties on local matters. He was president of the Lake Carriers Association for three years, and vice-president for two years; and is connected with Mt. Olivet Scandinavian Cemetery Association, of which he has been president for the past four years. He is also a member of the Ancient Order of United Workmen.

E. D. MASTERSON, the present popular steward of the Majestic, was born in Prescott, Ontario, October 25, 1850, and is a son of T. C. and Catherine (McGuire) Masterson, natives of Scotland and Ireland, respectively. In 1860 he removed with his parents to Cleveland, where he finished his education in the public schools, and in 1865 began his career on the lakes as waiter on the propeller Empire, of the Northern Transportation Company. Two years later he was on the propeller Wisconsin when she burned on Lake Ontario, May 23, 1867, seventy-two lives being lost. Mr. Masterson was at that time only a boy of seventeen years, and it is a remarkable fact that although it was his second season on the water he was not frightened to an extent which would cause him to give up marine life. He was picked up by a boat after twenty-one hours of exposure, and with the assistance of four other boys saved the lives of two ladies.

After this wreck, Mr. Masterson obtained a position as porter on the City of Concord, and was later steward on the Buckeye and the Oswegatchie, after which he was chief steward of the Northern Transportation line at Cleveland, Ohio, for two years. He next went on the steamer St. Paul as steward for three seasons, and since that time has served in the same capacity on the City of Fremont, and as chief steward of the Canadian Pacific steamships Alberta and Manitoba, serving in that position for nine seasons. He was then chief steward on the steamer City of Collingwood, running from Canada to the World's Fair, and

since 1895 has served in the same capacity on the steamer City of Cleveland, of the Detroit and Cleveland line. For the season of 1898 he was steward of the steamship Majestic, a first-class passenger steamer belonging to the Georgian Bay & Lake Superior steamship line.

On May 30, 1882, Mr. Masterson was married to Miss Margaret, daughter of John Weber, a large vessel owner, who also conducts a marine store and deals in marine supplies in Cleveland, where he now makes his home. Mr. and Mrs. Masterson have four interesting children, whose names and dates of birth are as follows: Edward, Jr., November 2, 1883; Corinne, June 25, 1887; Mildred, July 15, 1889; and Harry, April 8, 1896. With the exception of the youngest they are all attending school. The family have a pleasant home at 54 Hazard street, Cleveland. Mr. Masterson is one of the oldest passenger stewards in actual service on the Great Lakes at the present time, having filled that position for thirty years, and by all who know him he is held in high regard.

DAVID WELCH was born at Grand Island, Erie Co., N. Y., September 23, 1850. Sylvester Welch, his father, was a Vermonter, and his mother, Sarah Eliza (Hess), was a Canadian by birth. From Canada they went to Ohio, in about 1842, moving to Grand Island, Erie Co., N. Y., where Sylvester Welch engaged in farming and lumbering, Grand Island being at that time a mere wilderness. He was a very successful man, and in 1868 he owned, along with Owen Bedell, the Buffalo harbor tug S. M. O'Brian, in addition to which Mr. Welch also owned the Oscar Folsom and Algie O. Thayer, the canal tug Robert J. I. Cooper and the ferryboat Mary, of the Buffalo & Grand Island Ferry Co. He furnished the Western line with all the wood it burned in early days when wood was used. He is now living in Buffalo.

The subject of this sketch was educated at Grand Island, and at the early age of seventeen became engineer on the ferryboat Mary, above mentioned, running on a ferry about two miles above Tonawanda. The fol-

lowing season he was engineer on the Cooper, and was captain of the latter the next season. During 1870-71 he was captain of the Folsom, and of the Thayer during the three seasons following, 1872-73-74. In 1875 he went to Montreal and acted as captain of the Thayer, which was sold during season 1876, and acted as captain, for three years following, of the tug Philip Becker, which was afterward lost in a storm on Lake Ontario, while in charge of another captain, however. In 1879 Mr. Welch was chief engineer of the Emma Sutton, plying between Elk Rapids and Traverse City, on Lake Michigan, and in 1880 he became captain of the tug William Morse, after which he was captain of the Queen City for three years; he was then captain for four years of the steamyacht Clara McIntyre, owned by J. E. McIntyre. On November 2, 1887, he became master of the fireboat George R. Potter, of the Buffalo Fire Department, and is still retained in that service, presumably as the result of faithful service. Socially, Mr. Welch has been a member of the Ancient Order of United Workmen for eighteen years.

Mr. Welch was married, January 1, 1874, to Estella Thompson, and they have the following-named children: Nettie V., Sylvester, James, Charles, Thompson and Norman F.

It seems but proper, and in justice to the inventive genius of David Welch, to mention in this connection something in regard to the hydraulic steering gear now in use upon the fireboat George R. Potter and several other tugs in Buffalo harbor, known as Welch's Patent Steering Gear, which was invented and patented by him. It is a perfect hydraulic steerer, taking the water from one end of the cylinder and forcing it into the other end, thus using the same water repeatedly. It is the first hydraulic gear ever invented, and can be used either with wheel or lever, and operated with the little finger. In 1890 Fire Chief Frederick Horning went west to see the Hale Tower, and on his return stopped at Chicago. While there, at the request of Mr. Welch, he examined the steering gear of the harbor tug O. B. Green, and upon his return to

Buffalo reported the result of his investigation to the city authorities. They did not favor the use of the Chicago gear, however, because of its high price, which was fifteen hundred dollars. Mr. Welch's inventive genius began immediately to work, and the idea of a gear came to his mind from observing the working of a hydraulic jack. He made numerous drawings and experiments, the most puzzling question to decide being whether to use one or two rolling valves. After a short study he formulated a gear, and with the consent of Captain Maytham placed a sample in one of the tugs of that line, which worked successfully from the start. The gear on the Potter is in the engine-room on the starboard side of the boat, but can be placed anywhere that there is space room, and can be used on any steam tug or vessel. It is now in use on the tugs G. W. McGee and Excelsior, of the Maytham line at Buffalo, the William Kennedy, of the V. O. T. line, of Cleveland, the Medina and two new tugs at Duluth, of the Singer line, and also on two new tugs on Lake Huron. The gear has been improved very materially since its first use, has been simplified to quite an extent, and will doubtless be in general use on the lakes in a very short time. [Captain Welch has the patent on this hydraulic steering gear, and has made some improvements since the above was written.]

CAPTAIN MARSHALL STONE, shipmaster, sailing out of West Bay City, was born March 15, 1849, in Froomfield, Ont., on the St. Clair river, the fourth son of William and Jane Stone, the former of whom was born near Hull, England, and the latter in Edinburgh, Scotland. He has a brother, Edward, living in West Bay City, who is also a lake sailor. The other children in the family are: William, Henry, Charles, Richard, Elizabeth and James.

The Captain commenced sailing in 1864, and sailed before the mast until the year 1868. Since the spring of 1869 he has followed steamboating for a livelihood.

In December, 1880, Captain Stone was wedded to Miss Margaret E., daughter of John Wallace, of Bay City. The children

born to this union are: Charles M., Ruth A. and William S. The Captain is a Master Mason and a member of the Ancient Order of United Workmen.

CAPTAIN HENRY J. WOODS, keeper of the United States Life Saving Station at Muskegon, Mich., is not only experienced in his line of duties as a life saver, but has given close attention to the mechanical appliances in use in the service, and has invented several ingenious additions thereto, the most important of which is his system of carriages for transporting and launching the large lifeboats in use at all stations, patent oar locks and steering oar locks. He has at his own cost a machine shop fitted up, adjacent to the station, and supplied it with \$1,000 worth of tools at his own cost, and so well do the officials of the life-saving service regard his appliances that they have authorized him to construct for government use several sets of launching carriages and oar locks. He is not only an expert boat man but an engineer, and perhaps contracted his love for machines while running a stationary engine in the oil country near Erie, Pennsylvania.

Capt. Henry J. Woods was born near Oneida, Cattaraugus county, N. Y., on May 29, 1850, and is a son of Henry J. and Harriet J. (Starkweather) Woods, both being born near Brandon, Vt., and descendants of a long line of reputable ancestors in the Green Mountain State. After attending the district schools until he was fourteen years of age, he went with a brother-in-law, Capt. Frank Jackson, who commanded the Twelfth Ohio Independent Battery of Artillery, stationed at Murfreesboro, Tenn., and after the battle of that place the battery was transferred to Chattanooga, where it remained until the close of the war, and, although Henry was not an enlisted soldier, he enjoyed the discharge of the artillery just as well as any of the volunteers. He then went to Fond du Lac, which place his mother had made her home after the death of the father in 1851. In the spring he went to Erie, Penn., where he acquired his first experience as a boatman, as he engaged as a fisherman for two seasons. In 1868 he

started in business for himself, owning two boats, and fishing along the shore out of Erie, Conneaut, Ashtabula and Fairport until 1875, when he went to St. Joseph, Mich. The next year he went to Edenburg, Penn., where he engaged for three years in the oil fields. At the expiration of that time he returned to St. Joseph and took a contract for hooping pails in the factory of A. H. Morrison, but before the close of the year the factory was destroyed by fire.

In the spring of 1880 Captain Woods entered the life-saving station at St. Joseph, and was appointed surfman No. 1. He remained at that station two seasons, and took a prominent part in rendering assistance to all vessels in distress. In 1882 he was appointed keeper of the Muskegon station, and the first vessel requiring assistance in his new office was the schooner S. B. Pomeroy, taking off the crew on March 29, and later assisting in getting the schooner out of trouble. It would occupy too much space in this work to give in detail the lives saved and the vessels assisted by Captain Woods with his crew of veterans during the sixteen years he has been keeper at Muskegon, but the following are among the most notable instances of rescue: Barge Burton, scow Miami, schooner Trial and three men, steamer Michael Groh and fourteen men, Emma L. Nelson, Pilot, Harkins and nine men, John Bean, Naiad, Penobscot, R. B. King (which struck the pier and capsized, two men being saved and two lost), steamer Henry Johnson, schooners Ada, Alvin Bronson, Blue Wave, Novina, Magnolia, Triad, Cheney Ames, Nellie Hammond, S. P. Ely, Mischicott, Condor, steamer Charles Retz and consorts, John Mark, and Agnes Potter and Waukesha, which did not signal for aid and foundered during the night, but one man being saved. In addition many lives were saved from small boats in Muskegon lake, among them two sailboats with six people, yacht Viking and four men, sailboat and three men, three from a fishing boat, and several capsized boats with from one to four men, also the life of a boy whom the Captain discovered floating under water. One of the most thrilling episodes experienced by the Captain and his crew was on

November 28, 1882, when the schooner Donaldson, dismasted, was sighted by the lookout. They could not get a tug, so pulled out a lifeboat through a blinding snowstorm with a heavy sea on. The crew lashed themselves to the thwarts to prevent being washed overboard, and after a noble struggle with the elements reached the distressed vessel, seven miles out in the lake and sixteen miles north of the station, and after twelve hours exposure to death they reached the shore drenched to the skin and covered with ice. The crew of the Muskegon station, as constituted at this writing, consist of George I. Van Burt, John Edlund, Henry Walker (detailed as surfman at the Omaha exhibit), Henry Berg, Guy Patterson, Fred W. Cramer and George McKinzie, numbered in the order named. Capt. Henry J. Wood was honored by being appointed keeper of the station at the exhibition at New Orleans in 1885-86, during the Cotton Centennial Exposition, and filled the office with ability.

Capt. Henry J. Wood was united by marriage to Miss Hulda A., daughter of James L. and Lucinda L. (Bartlet) Wells, of Marietta, Ohio, the ceremony being performed at Grand Rapids, Mich., on February 6, 1881. The children born to this union are: Hattie H., who died January 23, 1898, and Gracie B. The home at the station evidences the intelligence and refinement of the wife and daughter.

The Captain is quite popular with many of the social orders of the day, being a Master and Royal Arch Mason, a charter member of Knox Lodge of Odd Fellows, of Edinburgh, and Knights of Pythias, Elks and Foresters.

CAPTAIN FRANK L. McCABE, who for several years has been in the employ of the Western Transit line, is the son of Patrick and Katherine McCabe, natives of Ireland. Patrick McCabe was for many years in the employ of Bidnell & Banty, shipbuilders of Buffalo in the early days. It was during his employment with them that they built the great side-wheel steamers City of Buffalo and Western Metropolis—noted at that time—which plied for many years in the

passenger service between Buffalo and Cleveland. He also sailed the lakes for several years. In this family were five children, the three now living being the subject of this sketch, Joseph, in the elevator business at Buffalo, and Mary, a resident of Buffalo, who is the widow of Owen Gologley, a former lake pilot.

Frank J. McCabe was born at Buffalo in 1845. After attending the public schools for a short time, and at the age of ten years, he began the work of his life as a ferry boy on Buffalo creek, at which occupation he remained three seasons. In the spring of 1858 he made his first trip on the lakes in the capacity of cabin boy on the propeller Iowa, under Capt. Robert Jones, in a few months, however, returning to his original employment as ferry boy, and thus closed that season. The following season he acted as cabin boy on the propeller Galena with Captain Steel part of the time, and closed it in the same employ as that of 1858. For the succeeding two seasons he was cabin boy on various steamers, and in 1861-62-63 he shipped as boy before the mast on the schooner Metropolis with Capt. James Murray. The next two seasons he went before the mast on the schooner William O. Brown with Capt. Harry Bonner, and from that time until 1869 he was first mate of several first-class vessels. For the seasons of 1869-70-71 he served in the capacity of master of the schooner Watts Sherman, and for that of 1872 he was master of the harbor tug C. W. Evans, at Chicago, owned by a son of Edward Madden, an ex-alderman. After a couple of seasons spent on different vessels he returned to Buffalo, and during 1875 was one of nine members of the harbor police. This was previous to the building of the Michigan street bridge, and when the patrolling was done in small boats propelled with oars. After an interim of several years in steam and steel vessels, he, in 1888, entered the employ of the Western Transit Company as mate of the propeller Albany, which was sunk in 1893 in collision with the Philadelphia. Remaining in that vessel but one season, he was mate of the Hudson for the season of 1889, and in the

spring of 1890 was given master's berth in the propeller Chicago, which position he has held continuously since (1897), thus establishing himself as a careful navigator. Captain McCabe has been a member of the Ship Masters Association since the fall of 1890. He held the office of second vice-president during 1894, was first vice-president during 1895, and one of the delegates to Washington, and during 1896 was its president.

In 1878 Captain McCabe was married at Buffalo to Miss Mary Murphy, at that time a teacher in Public School No. 34. They have three children: Matie, a teacher in Public School No. 33. Elizabeth and John F. The family residence is at No. 393 Elk street, Buffalo, New York.

CHARLES O. KING, a prominent marine engineer sailing out of Bay City, is the third son of Capt. G. W. and Julia (Causley) King, and was born in Banks, formerly Bangor, Mich., May 28, 1856. The father was born near London, Ontario, in 1830, and in 1843 went to Detroit, where he was employed as bell boy in hotels for some years. His first experience as sailor was in the passenger boat Fashion as cabin boy. The next season he shipped in the steamer Hendrick Hudson, followed by four or five seasons in different vessels. In 1850 he met and married Miss Julia Causley, of Mooretown, Ontario, and the same year commenced to run a ferry between that town and St. Clair, Mich. Two years later he built the small steamer Traffic, which he took to the Saginaw and used as a ferry for nineteen years. In the meantime he purchased the Canada, John Lathrop, Tiger, Hercules, Haight, George B. Dickson and T. M. Moore. Captain King was the father of sixteen children.

Engineer Charles O. King attended the public schools of Bay City, passing through the highest grades. It was in the spring of 1877 that he determined to become a lake engineer, preliminary to which he shipped as fireman in the tug A. W. Wright, then owned by Eddy & Avery, and engaged in raft towing on the Saginaw. In 1878 he secured engineer's papers and was appointed

to the tug Haight, followed by a season in the *Sol Rummage*. In 1880 he was second engineer and fireman on the tug *Asa Robinson*, closing the season in the *Edwin Eddy*. The next spring he was appointed engineer on the tug *Haight*, and ran her five seasons, followed by a berth in the tugs *George B. Dickson* and *James Hay*. In the spring of 1887 he came out in the *James Hay*, transferring to the steamer *Yosemite*, as chief, until August, 1888, when he went as chief of the steamer *Mary Pringle*, which position he held until the close of 1889. The next season he went to Chicago, and brought out the *Ida M. Torrent*, and ran her until August, when he went as second engineer on the steamer *Columbia*. In the spring of 1891 he was appointed chief engineer of the passenger steamer *Laura*, plying between St. Joseph and Milwaukee, until June, when he met with an accident and was compelled to go home. On recovery, he shipped as second engineer of the steamer *City of Venice*, but after ten days the old wound again caused him to retire. His next boat was the *J. E. Owen*, in which he was chief, but he closed the season as chief of the tug *W. A. Avery*. The next year he was second engineer of the steamer *City of Naples* three months. He then took the tug *Avery*, and ran her until the close of 1895, followed by three months the next year in the tug *Howard*. He was then appointed chief engineer of the steamer *Manistique*, and has held that berth until the present writing. He has eighteen issues of engineer's license.

On September 15, 1883, Mr. King was united by marriage to Miss Anna McDonald, daughter of Angus and Louise (Warner) McDonald, of Glengarry, Ont. The children born to them are: Lydia A., George W., Howard W., Elva E. A. and Cornelia Ruth. The Beneficial Order of Home Forum is the only fraternal society of which Mr. King is a member.

CAPTAIN WILLIAM DISHER, one of the most prominent and highly esteemed lake captains sailing out of Chicago, was born in Canada, in 1853, a son of Charles and Nancy (Stewart) Disher, the former a native of Philadelphia, Penn., and the latter

of Scotland. The father engaged in the manufacture of brick in his native city during early life, but after his removal to Canada gave his attention to the shoe business. He was married in that country, and there he died in 1897, at the extreme old age of ninety-six years. The death of his wife also occurred there.

The boyhood and youth of Captain Disher was passed in Canada, and he began his business career as horse boy for ships, and later as driver on the towpath of the Welland canal. He also engaged in tugging on that canal and the Grand river, being thus engaged as early as 1864, prior to sailing before the mast. In 1867 he sailed from the Canada shore on the bark *Alexander*, engaged in the lumber trade, but continued to make his home in Canada until 1872, when he went to Buffalo, N. Y., and shipped on various barks during that season. Coming to Chicago on the *Mont Blanc* in 1873, he engaged in sailing from that port chiefly in the lumber trade, and in 1881 was made master of a vessel owned by C. R. Kramer. After that he was master of the *John Blaver, Jr.*, of Chicago, for the season of 1884, and then sailed all the vessels owned by Dahle, remaining in his employ for four or five years. His next vessel was the *James Mullen*, engaged in the lumber trade, but he subsequently returned to the employ of Mr. Dahle for one year. In 1886 Captain Disher purchased the schooner *A. J. Morley*, which was also engaged in the lumber trade, and on selling her, in 1887, bought a one-fourth interest in the steambarge *Fayette*, which he sailed for ten years in the lumber, grain, iron ore and general merchandise trade. He sold his interest in that vessel, and in March, 1898, took command of the steamer *John Duncan*, which he now sails. He has rapidly risen from the lowly position of horse boy on the canal to master of some of the best boats on the lakes, and has always had the entire confidence and respect of his employers, as well as the high regard of all who know him.

Captain Disher is a leading and influential member of the Ship Masters Association No. 3, of Chicago, of which he has been

vice-president; is also a charter member of the Masters and Pilots Association No. 33, of the same city; Covenant Lodge No. 526, F. & A. M.; Corinthian Chapter No. 61, R. A. M.; St. Bernard Commandery No. 33, K. T.; Medinah Temple No. 1, and Eastern Star No. 41. He has first-class pilot papers on all the lakes.

Since 1878 the Captain has made his home in Chicago, and there he was married that year to Miss Mary Jane Gamble, a daughter of William Gamble, a sailor and shipmaster, now deceased. Three children have been born of this union, namely: Lillie I., Lottie L. and Hattie L. The family residence is at No. 250 Homer street, Chicago.

CAPTAIN JOHN G. BETKE, an ocean navigator in the fullest sense of the term, with a skipper's certificate at the age of twenty-two, was born at Cappeln, Schleswig-Holstein, in 1858. He attended the common schools of his native place until fifteen years of age, and then shipped at Flensburg, on the schooner Louisa, as boy, for ten months, after which he sailed on the schooner Lydia as ordinary seaman, remaining one year.

Returning to Flensburg he shipped on the German steamer Quatur as ordinary seaman. The Quatur loaded coal at Cardiff for Port Said, and after discharging, she took on 1,000 pilgrims bound to the shrine of Mecca, on the Red Sea, to worship. The voyage then extended to Hong Kong, China, where part of a cargo was taken aboard, being filled out at Singapore and Bangkok with sugar; the steamer then sailed for London. The time passed on this steamer was about one year. He left her on arrival at London, and shipped as able seaman on the bark Hausa out of Hamburg with a general cargo for Hong Kong, where she discharged cargo and loaded rice, going to Bankok for sugar to finish cargo, after which she cleared for London. He then went over to Bremen and shipped on the bark Atlanta, bound for New York with a cargo of merchandise, carrying coal oil back to Bremen, the voyage occupying three months. In 1878 Mr. Betke enlisted in the German navy, and was assigned to the bat-

tieship Hansa, then under orders to sail for Valparaiso, to release the merchant steamer Loxus, which had been seized by the Peruvians, they being at war with Chili at the time, and holding that the Loxus was trying to run their blockade with contraband goods. He served in the navy two years, being discharged in 1880. He then returned to the German port of Flensburg, where he attended navigation school, and by close and diligent application to his studies he learned navigation thoroughly in one year and received a skipper's certificate of competency. He then found berth as able seaman on the British ship Glad Tidings, out of Hamburg for Baltimore, the passage occupying two months. Arriving at Baltimore he was appointed mate of the schooner George Washington, in the coasting trade, occupying one year. His next berth was in the schooner George Adams, as mate, out of Bath, Maine, for Galveston, Texas, three months passing while in the schooner, after which he shipped as mate at Galveston on the schooner Whitehead, bound for Boston, remaining on her one year. He then purchased the schooner Lydia, which he sailed one year in the coasting trade between Galveston, Sabine Pass, Corpus Christi, Indianola and ports on Lake Charles, the Brazos river and the Gulf of Mexico. He was then taken down with fever and transferred his command to a skipper named Smith, who lost her at Morgan City bay in the fall of 1885.

On his recovery Captain Betke entered the United States life saving service at Aransas Pass, in the Eighteenth district, as surfman, and took part in all the rescues during the two years he remained. He made a good record as a life saver. In the spring of 1887 he came up on the lakes and shipped out of Toledo, Ohio, before the mast in the schooner Rival, remaining one year, which was followed by one year on the schooner Fayette Brown. He was then appointed mate on the schooner David Wagstaff one season; mate of the George W. Warner one season; mate of the Thomas P. Sheldon one season; mate of the whaleback 105 one season; then master of the barges Walton and Little Jake, ice boats, in the

employ of the Forest City Ice Company, plying between Cleveland and Put-in-Bay with ice and general cargoes. He has been with this company six years. Captain Betke is a member of the I. O. O. F.

ANDREW CARTER is another of those natives of Detroit who have identified themselves with the great interests daily floating past the city. He was born in Detroit December 22, 1862, a son of Andrew Carter, Sr., and his wife, Hannah McLaughlan. He served his time as a machinist in D. E. Rice's shops, and in the spring of 1884 began his connection with the lakes as oiler on the U. S. steamer Fessenden. The next season he shipped as second engineer on the steamer Keystone in the Lake Superior trade, and in 1886 he was second engineer of the steamer S. J. Macy, and in 1887 he held the position on the Manhattan. During the season of 1888 he held the position of second engineer on the Iron Age and the D. W. Rust, and that fall he concluded to try the grocery business in Detroit and stuck to it until the spring of 1889, when, finding it no to his liking, he sold out and returned to the water as second engineer of the Roumania. In 1890 he went to Buffalo and fitted out the John F. Eddy, and served as her chief until 1894, when he was transferred to the Charles Eddie. He ran her one season, and the spring of 1896 found him chief of the John F. Eddy again, which he ran until about the middle of the season, when he was selected to bring out the new Senator, of whose engines he has since had charge. On June 20, 1893, in Adrian, Mich., Mr. Carter was married to Miss Mary Gotham, daughter of the late Capt. A. S. Gotham, and they have one daughter, Marjorie. He is a charter member of the A. O. H., No. 5, and also of the M. E. B. A., No. 87.

CAPTAIN THOMAS JONES is a man of keen foresight, energy and thrift. He has advanced from humble circumstances to a position of affluence without the power of money or influential friends to assist him. He is a man of domestic tastes, simple in his habits, and devoted to his family. He

has been prosperous, and by his industry accumulated a competence. He was born, in 1844, at Everton (near Liverpool), England, and came to the United States in 1854, landing in New York without a cent in his pocket.

All other opportunities failing, Captain Jones commenced his seafaring life on the ship Parthenia as boy, and remained in that capacity for five years, at \$5 per month. He then shipped on a vessel bound for Mobile, Ala., thence to Liverpool, remaining on her one year. On his return to Philadelphia he took a berth on the bark Chester, bound for Boston. In 1856 he stopped ashore and went to Newburyport and did chores for his board with the family of Capt. H. Graves, the Captain sending him to the public schools during the year he remained with him. He afterward passed an examination for the high school, having attended night schools three years at Newburyport. In 1857 he joined a fishing expedition to the Gulf of St. Lawrence, remaining two years in the mackerel fishery. In 1859 he went to New York and shipped as seaman on the Oroondatos to Mobile Bay, this service occupying one year. His next voyage was on the same ship from Mobile to Liverpool, thence back to New Orleans, making two round trips, and in 1861 was in New Orleans when Fort Sumter was fired upon. His ship then sailed with a cargo of cotton to Gibraltar for orders, and she was consigned to the Rothchilds, discharging cargo at Barcelona. His next voyage was to Odessa, Russia, *via* Constantinople, where the ship took on a cargo of flaxseed for Antwerp, and he secured a berth on the full-rigged ship Alarm, for Sunderland, England, leaving the ship on her arrival in order that he might take a vacation and see some of the country contiguous to that port. Returning to Antwerp, he took a berth in the full-rigged ship Ashburton, one of the swallow-tailed packets, for New York. He then transferred to the ship Flora Southard, bound for Havana, Cuba, thence to Ramedios, where she loaded sugar consigned to New York parties. In 1863 he shipped on the Narragansett, New York to Liverpool, the passage occupying twenty-seven days.

He then shipped on the *Australia*, of the Black Star line, Liverpool to New York; then on the *Harriet*, New York to Antwerp; then on the *Dorcas C. Yeaton*, Antwerp to Portland, Maine. The same year he made one trip as second mate on the ship *Eudoras*, Portland to Matanzas and return. He then shipped as second mate on the new bark *Norton Stover*, after which he served in various capacities on several ships. In 1864, during the Civil war, he enlisted in the navy of the North, at Portland, Maine, and was assigned to the gunboat *Ashculot*, of the blockading squadron, with the rank of second gunner of the *Long Tom*, forward, and captain of the foretop. He remained in the naval service until the close of the war.

In 1866 Captain Jones went to Cleveland and shipped on the schooner *Wavetree*, transformed into an American vessel as a precaution against seizure. He shipped before the mast, and laid up the schooner in the fall. On the 7th of December he arrived in Cleveland, and on the 13th shipped as second mate on the bark *J. E. Ward*, of New York, for a voyage to Havana, taking on sugar for Philadelphia. He returned to the lakes in 1867, and shipped on the brig *Commerce* for four trips, and then transferred to the schooner *Wavetree*, which went ashore on Lake Huron and was abandoned. He worked in a rig loft until the following spring, when he went as second mate of the schooner *Plover*, afterward being appointed mate of her. His next boat was the *John L. Grosse*, which he laid up in ordinary, and went as second mate on the schooner *Ironsides*. In the spring of 1869, he shipped as mate of the topsail scow *S. B. Conklin*, with which he remained the full season; in 1870 he shipped as second mate of the schooner *J. F. Card* one season, then mate of her three seasons, until August 4, 1873; followed by a season as second mate on the schooner *John Martin*. He then purchased an interest in the schooner *Wake Up*, which was subsequently lost, after which he went as second mate on the schooner *John Martin*, on which he sailed two seasons. This was the turning of the tide in his favor, and it began to grow in the confidence of vessel owners. His next

boat was the schooner *J. F. Card* as master, remaining two years, and was then appointed to the *Escanaba*, on which he sailed as master for three seasons, followed in 1879 on the schooner *Alva Bradley* one season; 1880 on the schooner *John Martin* five seasons; 1886 on the steamer *Sarah E. Sheldon* two seasons; 1889 on the steamer *Nahant* three seasons; 1892 on the steamer *Iroquois*, four seasons, laying her up December 20, 1896, thus rounding out a period of forty-two years from boy to master.

He is a Knight Templar Mason and a member of the Ship Masters Association, carrying Pennant No. 168, and has been treasurer of the association since 1892.

Captain Jones was united in marriage with Miss Nancy E. Smith, of Marengo, McHenry Co., Ill., in 1884, and one daughter, Ruth F., has been born to them. The family residence is at No. 256 Franklin avenue, Cleveland, Ohio.

HENRY G. PAYNE, one of the prominent and representative marine men of Chicago, is now chief engineer for the Crane Manufacturing Company, in whose employ he has been since 1891. He was born in Buffalo, N. Y., in 1849, a son of George and Mary Ann (Deacon) Payne. The father, who was also a native of Buffalo and a boilermaker by trade, died in that city in 1863, and the mother passed away in 1897. Our subject was reared and educated in his native city, and there learned the machinist's trade in early life.

Mr. Payne began his marine career by sailing from Buffalo in 1872 as oiler on the propeller *Java*, where he remained one season, and the spring of 1873 became second engineer on the steambarge *William T. Graves*, which was lost in 1888. After eighteen months in that vessel, he entered the employ of the Union Steamboat Company as second engineer, and for three years of the eight spent in their service he was chief, sailing from Buffalo to Chicago. He was next with the Winslow Steamship Company on the steambarge *Cumberland*, and later on the *City of Rome* for two years, being chief engineer of that vessel for one year, and sailing out of Cleveland.

On leaving the City of Rome he became connected with the Red Star line as engineer, and was with them for three years; was with the L. M. & L. S. Co. for two years as chief of steamer City of Traverse, and quit their employ to accept a position with the North Chicago Street Railway Company as watch engineer. This position being too confining, he in the summer of 1889 accepted that of chief on the Langell steamer Kaliyuga. During the season of 1890 he was in charge of the Robert Mills, continuing in this capacity until he again entered the employ of the North Chicago Street Railway Company, when he later on entered the employ of the Crane Manufacturing Company, with which he has since been connected, giving entire satisfaction to all concerned.

Mr. Payne is one of the most prominent and honored members of the Marine Engineers Beneficial Association No. 4; was elected national president in 1886, and was past national president during the convention in 1887. He was a charter member of Buffalo Lodge No. 1, with which he continued to hold membership until admitted to Chicago Lodge in 1897. He also belongs to the Chicago Masonic Council of Stationary Engineers.

In Buffalo, N. Y., in 1873, Mr. Payne was married to Miss Lida E. Watts, a native of that city, and a daughter of Capt. Harry Watts, an early navigator on the lakes, who removed from Buffalo to Gibson City, Ill., where he now resides. Mr. and Mrs. Payne make their home at No. 1991 West Adams street, Chicago.

CAPTAIN THOMAS HONNER, a United States inspector of hulls, is one of the ablest officers on the Great Lakes, and his present responsible position, which comes under the civil service rules, was secured by merit only. His high standing upon examination is the more credit to him because of the fact that he is almost entirely self-educated, his early opportunities for attending school having been extremely limited. The following account of his life will be read with general interest, as he has a host of friends and acquaintances.

His family is of French origin, the line of descent being traced back to old Norman times, but his ancestors settled in Ireland many years ago. Edward Honner, the father of our subject, was born in Queen's County, Ireland, and about 1822 came to America, locating first at Utica, N. Y., where he purchased a large tract of land and engaged in farming. Owing to a defect in the title the property was lost and he then removed to Cobourg, Canada, settling upon a farm, and about 1848 he made his permanent home at Amherstburg, Ont., eighteen miles below Detroit.

Our subject was born March 2, 1845, at Cobourg, Canada, and as his father removed to Amherstburg, Ont., about three years later, he was reared in the vicinity of that town. The schools of the locality were not suited to a clever and ambitious lad, but he made the best of his advantages, and sought by reading to supplement them. After he had begun his work as a sailor the deficiencies in his early training became even more apparent to him, and for two terms he attended school at Oberlin, Ohio, pursuing the higher branches. This desire for excellence has characterized his efforts throughout life, and to it we may attribute his success in whatever he has undertaken.

In 1862 he secured employment on the schooner Narragansett going before the mast, and a portion of two seasons was spent on that boat; but during the latter part of the second season he shipped on board the three-masted schooner the Oneonta. At the opening of the third season he was employed on the schooner Saranac, under Capt. Charles Gale, bound for Birkenhead, England, with a load of copper ore. They reached Liverpool on July 4 of that year, and our subject shipped on the Peruvian, of the Allan line, for Quebec. On arriving there he ran away and went to Buffalo, N. Y., and the remainder of the season was spent on the lakes on the bark Sunrise. During the following summer he made another trip with Captain Gale, this time in the bark Thermutis, and remained with the boat on the entire voyage to and from Birkenhead. The fall months were passed on the Sunrise; and during the next

season he served before the mast on the Oak Leaf, and for two seasons following he was employed as wheelsman on tugs in the Detroit river, first on the Prindeville, and later on the Castle, and then for two seasons was mate on the tug Torrent, owned by Gen. R. A. Alger. In 1876 he became master of the tug Hector, of Detroit, on which he spent two seasons, and then took charge of the Castle for the same company.

His reputation as a safe and reliable captain was by this time well established, and he was continuously employed in that capacity for some time, serving one year on the tug John Owen, towing rafts for General Alger; one season on the tug Gladiator; two years on the tug William A. Moore; two years on the steambarge Iron Age, in the iron ore trade for McMillan & Co.; two years on the Iron Duke for the same company, and two years on the barge Morley, which had been rebuilt at Port Huron and christened the Grand Traverse. On leaving this boat he became captain of the Wisconsin, belonging to the D. & M. R. R., and remained until 1896, when the vessel was sold to the Crosby Transportation Company. Since April, 1898, his time has been devoted to the duties of his office of inspector, in which his sound judgment has been many times demonstrated. He has always been interested in general marine affairs, and was one of the first members of the Buffalo branch of the Ship Masters Association, known as Branch No. 6. Socially, he is also identified with the B. P. O. E. and the F. & A. M., but is not at present affiliating with any local branch of the latter order.

Captain Honner makes his home at Grand Haven, Mich., when on shore, and he and his wife, who was formerly Miss Elizabeth Duffy, of Milwaukee, have three children: Belle, Thomas and Elizabeth.

FRANK PEREW, nephew and namesake of the famous veteran vessel owner of the Great Lakes, is a son of John Perew, a blacksmith by trade, who was formerly a resident of Cleveland, Ohio. He (John Perew) was born in France, and married Margaret Hart, of De Kalb, Ill., who sur-

vives him. He was engineer on the lakes for about eighteen years, and died in 1875.

Frank Perew, the subject of this sketch, was born in Cleveland, Ohio, February 15, 1846. His education was obtained in Cleveland and Ashtabula, and at the age of thirteen years he shipped as cabin boy on the propeller T. U. Bradbury. His next employment was as greaser on the tug William G. Fargo, owned by Capt. Frank Perew, his uncle, and which was subsequently sold in New York. In 1866 and 1867 Mr. Perew was chief engineer of the canal tug Ontario, of Kingsman's line; in 1868 he went to Cleveland and was engineer of the harbor tugs S. S. Coe and W. B. Scott for four seasons, returning the following spring to Buffalo, where he engineered canal tugs in the harbor for three seasons. On July 27, 1875, the tug William R. Crowell was launched at Buffalo, and he was her engineer for five consecutive seasons. During 1880-81 he was second engineer of the propeller Fountain City and in 1882 was chief of the John B. Lyon, Australasia, Henry Chisholm, and Robert A. Parker, from that time until 1896 serving in the same capacity on the City of London, John C. Pringle, Oscoda, Nebraska, Birkhead, Progress, Western and others. During the latter season he was chief engineer of the steamer Topeka. For season of 1897 he was on the excursion boat Columbia and on the Henry Chisholm; for season of 1898 also on the Columbia.

In 1872 Mr. Perew was united in marriage, at Buffalo, to Delia Golden, and they have two daughters: Margaret G. and Estella May. The family residence is in Buffalo, New York.

CAPTAIN CHARLES A. LYMAN, of the tug Nyack, is one of the best known lake men of Milwaukee. He has numerous appointments to test his bravery in saving of human life on the lakes, and has always proved equal to the occasion. The Captain began shifting for himself when a lad of ten years, while his father was helping to fight the battles of his country on Southern fields, and he thus early cultivated that spirit of self-reliance and readiness, which is essential to the success of a master.

Captain Lyman was born in Carthage, Jefferson Co., N. Y., in 1853, the son of Lucius Lyman, also a native of New York and by trade a millwright. The father removed in 1860 to Spring Lake, Ottawa county, Mich., and the following year entered for three years in a Michigan regiment. Returning home at the expiration of his services, he then continued his trade as millwright. Charles A. was one of nine children. He received a good common-school education at Spring Lake, and while learning quickly and easily, he had an active temperament, and as a boy was soon able to take care of himself. For eleven years he was on harbor tugs in Grand Haven, doing harbor and wrecking work. For two years he was master of the tug Johnson at Grand Haven. He then went into the tug Batchelder, and had her for five years. He was also captain of the tug Arctic and of the Myrich, and was one winter in the Thompson, of Port Huron, breaking out the ice at Grand Haven. When the Michigan was lost, it was Captain Lyman who saved the crew. It was one of his most hazardous experiences, because of the shifting of the ice and the blocking of his tug he was out for nineteen days. The captain now wears a souvenir watch presented him by the Michigan crew. He saved the crew of the Gen. H. E. Paine, which went down in the Grand Haven harbor. He also rescued all hands from the schooner Anna Tomine, and took the schooner Jessie Martin off the beach, saving all but one of the crew. He has resuscitated several drowning persons, and altogether has one of the best records in life saving on the lakes. At 2:30 A. M. October 27, 1898, he picked up the schooner Aberdeen in distress, having on board eight men. Her cargo consisted of 76,000 bushels of barley, and the valuation of vessel and cargo was \$80,000; he towed her to Grand Haven harbor safely but with great difficulty.

After leaving the tug service Captain Lyman went on the Carrie Ryerson, a passenger boat plying on Muskegon Lake. Leaving the Carrie Ryerson, four years later he went as mate on the City of Racine, on the Goodrich line, Captain John

Gee. Remaining three and a half years, he was in 1893 appointed master of the tug Crosby, towing barges. The next year the same company bought the Nyack and made him captain of her, a position which he has since held. The steamer Nyack in 1894 ran between Muskegon and Milwaukee, and in 1895 between Chicago and Milwaukee, since then between Grand Haven and Milwaukee.

Captain Lyman has been very successful in his work on the lakes. He is one of the most prominent members of the Milwaukee branch of the Ship Masters Association; is also identified with Lodge No. 29, F. & A. M., of Grand Haven. He was married, in 1874 to Miss Mary Kelley, of Spring Lake, Mich., and has two sons, Howard and Herbert (twins). They are song writers of great promise, and popular as vocal musicians; for two years they have been on the road illustrating their songs with the vitascope, the entertainment constituting one of the principal attractions of a prominent theatrical company.

CAPTAIN JAMES GIBSON, the well known vessel master, was born at Port Williams, in the south of Scotland, May 1, 1834, and there he attended a parish school. He came of a family noted in marine circles, being a distant relative of Sir John Ross, the Arctic explorer. His father, Peter Gibson, was the owner of several coasting and fishing vessels in Scotland. All the male members of the family were mariners, his brother Robert for many years commanding one of the mail steamers running from Liverpool to the Isle of Man. His brother William is harbor-master at Port William, Scotland.

Captain Gibson located at Cleveland in 1853, and assisted in the survey of part of the head of Lake Erie, under Captain Stansbury. In the winter of 1853-54 he helped to build the railroad across Sandusky bay, and in the latter season he shipped as wheelsman on the Queen of the Lakes under Captain Smith, and served in that capacity until the fall, when he was made second mate, which berth he filled until the close of the season of 1855. In 1856 he was

second mate of the Potomac, and in 1857 was mate of the schooner George D. Dowsman, of Cleveland, afterward an ocean vessel. In 1858 he was second mate of the Kenosha until she was laid up, remaining aboard, however, as shipkeeper, and receiving \$15 per month for his services. That fall he was mate of the Forest Queen with Captain Fields. In 1859 he was second mate of the Susquehanna; in 1860, mate of the Eliza Logan, except the latter part of the season, when he was mate of the old propeller Buffalo. In 1861 he became mate of the propeller Mohawk, with Captain Pheatt, and remained on her three seasons.

In 1864 Captain Gibson first became master. The fore part of that season he was on the Neptune, of the Western Transportation Company, and on the Acme the latter part. Beginning with 1865 he commanded the Mohawk five consecutive seasons. It was during the summer of 1865 that the steamer Meteor collided with the Pewabic near Thunder bay, drowning about 150 people. The Mohawk was at the scene of disaster shortly after its occurrence, and Captain Gibson took on board the Mohawk about one hundred people and also the remains of Mrs. Weller, of Lexington, Ky., and carried them to Detroit. J. T. Whiting, of Detroit, presented to Captain Gibson one of the Pewabic's life preservers that had been on one of the saved persons. In 1870 Captain Gibson was transferred to the propeller Fountain City, and sailed her thirteen consecutive seasons, at the conclusion of which period he was transferred to the Idaho, and Capt. Donald Gillies, his son-in-law, filled the vacated berth. For three years, commencing with 1884, he held the position of inspector of hulls for the Ninth district. In 1887 he was master of the Saginaw Valley, and in 1888 of the Lackawanna. The following year he took command of the propeller America, built by the Drake Syndicate, and sailed her for seven seasons. During 1896 he was master of the steamer Brazil, and in 1897 of the steamer Chili. The Captain is the seventy-third member of the Ship Masters Association.

At Fond du Lac, Wis., June 27, 1857, Captain Gibson was married to Miss Lydia M. Stephens, of Schoharie county, N. Y. Her father, Perry C. Stephens, was a veteran of the war of 1812, and her grandfathers were soldiers of the Revolutionary war. The Captain and his wife have four children living: Mary E., wife of Capt. Donald Gillies, of the lake service; Susan Pheatt, wife of Elmer E. Summey, of Buffalo; J. Robert, master of the steamer America; and Isabella A., wife of Lawrence H. Gardner, of East Aurora, N. Y. The residence of the Captain is at No. 692 Prospect street, Buffalo, New York.

HENRY JOHNSON, one of the most prominent and skillful marine engineers sailing out of Milwaukee, was born in Torslov, Denmark, on November 13, 1858, a son of Christian and Bodel Marie Johnson, both natives of Denmark. His father died in 1868, but his mother is yet living at Torslov in the house where she was born, and it was in that city that Henry acquired his public-school education, attending until he was fourteen years of age.

In 1873 Mr. Johnson came to the United States with his older brother, going to Manistee, where he became an apprentice in the machine shop of Wheeler & Johnson, serving four years. In 1880 Mr. Johnson applied for and received engineer's license, and was appointed second engineer on the steamer Norman. The next spring he secured the tug Ida M. Stevens to sail, but before the close of the season joined the steamer Menominee, of the Goodrich line, as second engineer until November, when he was appointed second with Alex Curry as chief, in the steamer Wisconsin, remaining in her all winter. In the spring of 1882 he was appointed chief engineer of the steamer Oconto, of the same line, and ran her until August, 1883, when he returned to Ludington, and went to work in the machine shops of Goodsell & Crawford, going thence to Manitowoc to take charge of the tug Gregory. In the spring of 1884 Mr. Johnson again entered the employ of the Goodrich Transportation Company, again as second engineer of the side-wheel passenger steamer Chicago, but

in August he was transferred to the steamer *Depere* as chief, holding that until the close of the season of 1887. The next season after fitting out the *Depere*, he engaged, with R. P. Fitzgerald & Co., until October, when she became the property of Brown & Smith, of Buffalo. In 1889 Mr. Johnson was appointed chief engineer of the new steamer *Marion*, Capt. John Cochran, and had run her ten consecutive seasons, and was in her September 5, when she collided with the steamer *Armour* at Southeast Bend, which collision resulted in the sinking of the latter, but no lives were lost. That fall after laying up the *Marion*, Mr. Johnson joined the steamer *St. Joseph*. He has eighteen issues of license, and being a practical machinist and engine builder, has the happy faculty of keeping his machinery in repair without great cost to the owners. Being an industrious man, he works during the winters in the shops of the Sheriffs Manufacturing Company.

On February 4, 1883, Mr. Johnson was united by marriage to Miss Mary E., daughter of Francis and Annie Verhein, of Milwaukee. The children born to this union are Minnie E., Margaret, Edward F., Henry G. and Agnes Rose. The family homestead is pleasantly situated at No. 900 Humbolt avenue, Milwaukee, Wis. Fraternally, Mr. Johnson is a member of the Marine Engineers Beneficial Association, No. 9, of Milwaukee.

EDWARD F. W. GASKIN. Energy and enterprise, directed by sound judgment, make a combination which will command success in any line of life and the career of the subject of this sketch, a prominent resident of Buffalo, would indicate that he possesses these admirable qualities in full measure. As superintendent of the shipbuilding plants of two well-known corporations, the Union Dry Dock Company and the Union Steamboat Company, he has won an enviable reputation, and in his chosen line of work he may safely be said to have few equals and no superiors. His success reflects the more credit upon him because of the fact that he has gained it through his own merits, having begun at the very "foot

of the ladder" as a journeyman ship carpenter, and the history of his gradual rise to positions of responsibility will, for the same reason, afford encouragement to many an ambitious youth in time to come.

A student of heredity might find in Mr. Gaskin's life an apt illustration of that theory, as his forefathers in both paternal and maternal lines were for generations interested in maritime matters as ship owners and builders. His ancestry is an honorable one, the Gaskins tracing their descent from the time of William the Conqueror. The late John F. Gaskin, our subject's father, was born in 1830, in the county of Kent, England, and became a successful shipwright, following that occupation throughout his life. He married Miss Sarah Hook, also a native of Kent, and in 1870 he brought his family to the United States, locating in Buffalo, where he was engaged in the shipyards of Gibson & Craig on the first iron boats built on the lakes. The children of John F. Gaskin and Sarah (Hook) Gaskin are as follows: Edward F. W. Gaskin (our subject); John R., of Buffalo; George (died in infancy); Alfred George (in the navy yards at Portsmouth, Va.); Walter Thomas, in Buffalo; Mary, married to Albert Clerry, of Portsmouth, Virginia.

Our subject first saw the light December 4, 1855, in London, England, where he remained until he reached the age of fifteen, his education being begun in the schools of that city. In 1870 he accompanied his parents to their new home in Buffalo, and while assisting his father in the shipyards he gained valuable practical knowledge of a line of work in which he is now regarded as an expert. Possessing an active intellect and a worthy ambition, he was not content with an elementary education, and after coming to Buffalo he attended night school and took private lessons in the higher mathematics and mechanical drawing. Later he pursued a special course in bookkeeping, thus laying a foundation for the wide and accurate knowledge of business methods. He has always been fond of reading, being specially interested in mechanics, and he has kept well in-



Edward Perkins

formed upon the various topics which attract current notice. At the age of sixteen he began to learn the machinist's trade with David Bell, of Buffalo, and after spending some time in this shop he found employment with different boatyards on the Erie canal, at Buffalo, where he worked for about a year. In 1873 he entered upon a regular apprenticeship with the Union Dry Dock Company, the plant being then under the control of M. M. Drake, with Mr. John Lennon as foreman. During Mr. Gaskin's term of four years, the latter position was also held for a time by Mr. William Reed, and then by Mr. Frank Williams. At the completion of his apprenticeship, Mr. Gaskin worked for a few months as a journeyman, but his skill and ability had not escaped the attention of his employers, and he was soon promoted to the post of subforeman, although he was at that time only twenty-two years of age. In 1880 the company began to construct a plant for building steel or metal ships, and Mr. Gaskin spent a year as an assistant with the engineer in charge. He then went into the draughting office, of which he was later appointed chief, and a year later he was made general foreman of the iron yard, still retaining his position in the draughting office. After two years he was appointed assistant superintendent of both the wood and iron yards, and in 1887, when Capt. M. M. Drake resigned, Mr. Gaskin continued in the same position under W. L. Babcock, as superintendent. In September, 1889, on the resignation of Mr. Babcock, our subject became superintendent of the whole plant, being then only thirty-four years of age, and he has ever since filled the position with marked ability and efficiency, the success of their enterprises being largely due to him. The company is the oldest of the kind on the lakes, and since Mr. Gaskin was made superintendent the plant has been thoroughly rebuilt and rearranged with new buildings and new machinery of the most modern kind, until at present it is fully equipped for building and constructing vessels of the largest and most economical type. Under Mr. Gaskin's administration they have constructed many first-class vessels,

including the *Brazil*, the *S. C. Reynolds*, the *George J. Gould*, the steamers *Ramapo*, *Starrucca*, *Oswego* and *Chemung*, *Viking*, and a large number of steel and wood tugs and passenger boats. They also built the yacht *Enquirer*, the fastest yacht on the lakes, and this was not only built under Mr. Gaskin's direction, but it was designed by him. At the present time the company is building two large dredges for use on salt water. In September, 1896, he was appointed superintendent of the Union Steamboat Company, and although most men would think the duties of one position sufficient, he looks after the interests of both companies satisfactorily.

In February, 1879, Mr. Gaskin was married to Miss Rosabelle McNeal, daughter of Rev. Benjamin McNeal, of Buffalo. He and his wife are active in social life, and he is identified with various clubs, among them the Buffalo, the Ellicott, and the Acacia Clubs. He attained the thirty-second degree in the Masonic order and is a member of the Washington Lodge, F. & A. M.; Keystone Chapter; Lake Erie Commandery, K. T.; Ismailia Temple, Nobles of the Mystic Shrine, and the Buffalo Consistory of the Ancient and Accepted Scottish Rite. He is also prominent in several societies composed of men who are interested in mechanical science, being a leading member of the Engineers Society of Western New York; the American Society of Mechanical Engineers, of which he became a member November 30, 1892, and the Society of Naval Architects and Marine Engineers, his membership in the latter dating from May 10, 1893.

JOHN PRIDGEON, JR. The first steamboat owned by the late John Pridgeon was the *United*, in which he hauled sand from Ft. Wayne to be used in the first paving ever done in Detroit. On this boat he lived with his wife and child, and here, while a babe in arms, John Pridgeon, Jr., had his first experience in steamboating. In later years, when the elder Pridgeon had disposed of all this vessel property, he frequently urged his son to follow his example, but the latter's love for the business, the charm of it, perhaps, caused him to decline,

and he is to-day an extensive owner of vessel stock.

Our subject was born August 1, 1852, in a cottage on what was then known as the fair ground, near what is now called Sycamore street. When but a little over sixteen years of age he was at work on board the propeller B. F. Wade, as clerk, a position he held about four years. He then shipped as clerk on the City of Duluth, running between Chicago and Duluth, and after a time came ashore, and took charge of the office of the Chicago, Sarnia & Grand Trunk line at Ft. Gratiot. His father had a controlling interest in the line, which consisted of the steamers B. F. Wade, Sun, Montgomery, S. D. Caldwell and Antelope, and he remained in the Ft. Gratiot office until the Chicago & Grand Trunk railway was completed, and the connection between Sarnia and Chicago abandoned.

Mr. Pridgeon then returned to Detroit and went into his father's office, where he remained until the latter had disposed of all his vessel property. At the death of the father the son was made one of the executors of the estate. Mr. Pridgeon is largely interested in Detroit real estate, and is a director of the Detroit River Savings Bank. He is also an officer of the following vessel companies: President of the State Transportation Company, propeller John Pridgeon, Jr.; vice-president of the Red Star line, steamer Greyhound; vice-president of the White Star line, steamer City of Toledo; president of the Pridgeon Transportation Company, propeller A. A. Parker and barge B. W. Parker.

Soon after his return to Detroit from Fort Gratiot he became interested in politics, and December 23, 1879, he was appointed a member of the first park commission, instituted by Mayor Langdon. This commission took charge of Belle Isle Park immediately after the purchase of the island by the city, but owing to some defect in the law the Supreme Court overturned the act of creating it, and the board went out of office. He was elected member of the city council in 1886, and was a member of that body when it was abolished by the legislature, September 26, 1887. At the election of that year

he was the Democratic nominee for mayor, and, being elected, served during 1888 and 1889. He was subsequently appointed a member of the Metropolitan Police Commission by Governor Luce, serving until July 1, 1892, when the old commission gave place to a new one appointed by the mayor.

In his public life Mr. Pridgeon earned the respect and good will of the people. His administration of the mayor's office was clean, dignified and conservative, and few incumbents of that position have conducted it with less friction and more general satisfaction than Mr. Pridgeon.

CAPTAIN CHARLES H. STICKNEY, who has perhaps been engaged in the tug business as master on the Cuyahoga river longer than any other man, was born in Black Rock, Erie Co., N. Y., on June 4, 1850, the son of Orrin and Emaline (Scott) Stickney. He attended the public schools of his native town until he reached the age of fourteen years.

In 1864 he first shipped as cook on the tug Medina, on which he remained six seasons, five of which he passed in the capacity of fireman. In the spring of 1870 the Captain was appointed engineer of the Medina, and held that berth till the tug was sold to Newburg, N. Y., owners. He took the tug to that port, out of which he operated the balance of the season. In 1871 he came to Cleveland and joined the tug Monitor, and sailed her the next two years. In the spring of 1874 he brought out new the tug R. K. Hawley, and in the fall he entered the employ of the Standard Oil Company, as master of the tugs E. P. Fish and Standard, remaining with that firm eight years. In the spring of 1882 he came out in the tug Forest City, and ran her until June, when he again took charge of the E. P. Fish, as part owner, sailing her until the fall of 1883. The next two seasons he sailed the tug Paddy Murphy, in which he was also interested.

In the fall of 1886 Captain Stickney went to Detroit after the tug Allie May, which had been purchased by himself and Cleveland parties, and took her down to that port and sailed her three seasons, during

which period he also sailed the tug J. S. Blazier, and Gregory occasionally, closing the last season on the Gregory. In the spring of 1890 he again joined the Allie May as captain, and sailed her until the close of 1895. The next season he came out as master and part owner of the C. Castle. During the season of 1897 he sailed the tugs J. R. Sprinkle, L. P. Smith and S. S. Stone. He has twenty-two issues of license, and is a careful and trustworthy master, giving universal satisfaction to those by whom he has been employed.

Socially, he is a member of the beneficial order of Royal Arcanum, Pearl Council, No. 515.

On July 27, 1874, Captain Stickney was united in marriage to Miss Kate P. Werntz, daughter of Jacob and Lucinda Werntz, of Akron, Ohio. Millie, their only child, is employed as stenographer for the Indemnity Savings & Loan Co. The family residence is at No. 99 Quimby avenue, Cleveland, Ohio.

CAPTAIN JOSEPH GORMAN, son of James and Ellen (Linden) Gorman, was born at Grand Rapids, Mich., in 1846. After attending the public school until he reached the age of fourteen years, he commenced his lakefaring life on the schooner Magic, trading between Grand Haven and Chicago. On one passage the Magic capsized, and the same fall she went ashore at Grand Haven. In the spring of 1861 he shipped on the schooner Levant. Both of these vessels were owned by ex-Senator Ferry and his son.

On December 19, 1861, young Gorman enlisted in the 14th Mich. Vol. Inf., his regiment being assigned to the First Brigade, Second Division, Fourteenth Army Corps. It participated in the siege of Corinth, with General Pope, and the engagements of LaVergne, Stone river, Tullahoma, Chickamauga; and was with General Sherman on his ever memorable campaign at Atlanta, Savannah and Richmond, taking an honorable part in the contest at Missionary Ridge, Resaca, Lost Mountain, Kennesaw, Peach Tree Creek, and Jonesboro, where the regiment was hotly engaged

with Grovan's brigade, of Hardie's corps. On the march from Savannah, north through the Carolinas, Captain Gorman's regiment crossed the Savannah river, at Sisters ferry, and participated in the battle of Bentonville, N. C.,—finally reaching Fayetteville, on the Cape Fear river. On March 13, 1865, the regiment was mustered out of service by reason of the close of the war, and marched in grand review at Washington, returning home by way of Baltimore, Maryland.

In May, 1865, young Gorman again took up his career on the lakes, shipping before the mast on the schooner Sunshine, with Captain Knight, after which he sailed as mate of the bark Sunny Side, followed by a season on the bark Jane Bell, in the same capacity. In 1867 he sailed as mate of the William B. Hibbard, closing the season on the bark Invincible; 1868, on the E. C. Roberts, closing the season on the D. P. Dobbins, with Captain Kendricks; 1869, on the bark North West, as second mate; 1870, as mate of the E. C. Roberts, with Capt. Harvey Ramage, closing the season on the schooner Grandy, as mate, holding that berth the next season.

In the spring of 1872 Captain Gorman shipped as second mate on the bark Constitution, after which he turned his attention to steamboating, and was appointed mate of the steamer Manitowoc, of the Goodrich line, plying between Chicago, Ahnapee and other west shore ports. In 1873 he went to Cleveland and there entered the tugging business out of that port as master of the A. P. Door, and later of the Old Jack. In 1874 he sailed as mate of the steamer Annie Smith, with Captain March; 1875 mate of the steamer Egyptian, with Capt. J. Smith; 1876, mate of the steamer Raleigh, with Captain Wolvin; 1877-78, master of the General Payne, plying between Grand Haven, Muskegon and Chicago, in the lumber trade. In the spring of 1879 he again shipped as mate on the steamer Raleigh; 1880 he came out as second mate of the steamer Wocoken, but closed the season as mate of the Henry Chisholm, with Capt. George Stone; 1881, was mate of the steamer Cumberland, with Capt. John Coulter, closing the season as master of the schooner Rus-

sell; 1882, mate of the Robert A. Packer, of the Lehigh line, and the season following he came out as mate of the steamer H. D. Coffinberry. Before the close of the season, however, he went to Grand Haven, Mich., where he again entered the employ of the Michigan Lumber Company, as master of the tug Campbell.

In the spring of 1884 Captain Gorman again sailed as mate of the H. D. Coffinberry, at that time plying between Chicago, St. Ignace and Marquette; he then went as mate of the Havana, closing the season on the Vienna, of the same line. The next five years were passed as mate, in the order named, of the steamers J. H. Outhwaite, Cumberland, D. W. Rust, R. P. Fitzgerald and C. S. Parnell. In the spring of 1891 he came out as master of the Laura, a passenger boat on Lake Ontario, plying between Charlotte and Ogdensburg, and in 1892 he took the lighthouse boats built by the Globe Iron Works to the coast. The Lilac he took to Portland, Maine, and the Columbia to Tompkinsville station. On his return to Cleveland he was made master of the steamyacht Comanche, then owned by Mr. Hanna, which he sailed until the close of the season of 1893. He then shipped as mate on the steamer Hesper, and in 1895 was appointed master of the excursion boat Duluth, which he brought down to Cleveland from Chicago. At the close of the excursion season he went as mate on the steamer Missoula, which was wrecked on Lake Superior between Caribou island and Michipicoten on the 7th day of November. It is said that she foundered and the crew took to the yawl boat. The vessel was left about eight p. m., and after pulling at the oars all the next day, they reached Point Broule, and after a wait of two days a steamer came along and took them to the Sault. In 1896 Captain Gorman came out as mate of the steamer George W. Ruby, and the following season he stopped ashore for a well-earned rest, although on the sailing of the cutter Andrew Johnson he took command of her on her duty voyage to Johnson's island to give the naval reserve cadets their first airing. He has twenty-four issues of master's and pilot's licenses.

CAPTAIN JOHN C. McLEOD has been captain of the steamer Osceola for the past four years, and though his years do not give him a place among the older mariners of the lakes, he ranks justly as a trustworthy and reliable man among the first. He is a native of Nova Scotia, born February 3, 1856, a son of Donald McLeod, who was born in Lochinvar, Scotland, and came to America, locating in Nova Scotia, where he followed his calling, that of a fisherman, for a number of years. Later he became a farmer.

John C. McLeod passed his youthful days in the place of his birth, and was about twelve years of age when the family removed to Upper Canada, where the father engaged in agricultural pursuits. There he received his schooling, which was rather limited, but fortunately his ambition to learn did not end with his attendance at school, and he has read and studied all his life, acquiring a good store of practical and useful information on subjects of general interest to intelligent people. When fourteen he commenced what has proved to be his life vocation, shipping from Sarnia, Canada, on the New Dominion, on which he remained for about a year. The following year he sailed on American vessels, and in about 1880 he had risen to the position of second mate on the Ontario, a Canadian boat out of Sarnia. He held that berth one year, being subsequently employed in the same capacity on the Manitoba, of the same line, which plied along the north shore of Lake Superior conveying supplies to Hudson boats for the Indians. After serving on this boat for parts of three seasons he became captain of the tugboat Houghton, which was owned at Sault Ste. Marie, and the following season was on the ferry Essex, running between Port Huron and Sarnia. During the three succeeding years he was connected with the construction of the St. Clair tunnel, working as foreman; and he started the first gang of men at work who drove a pick there. However, he returned to the lakes, in the position of wheelsman on the steamer Roanoke for about three years, his next vessel being the Colorado, on which he filled the same posi-

tion for part of a season. The following season he went as second mate on the *Osceola*, plying between Port Huron and Duluth; then was promoted to mate, and from that time up to 1898 served as master.

The Captain has proved faithful and competent in his responsible position, and has been very fortunate and successful in handling and running his boats; he was never known to draw back in stormy weather. For the past four winters he has been running across Lake Michigan with exceedingly good luck, one winter making sixty trips. Captain McLeod takes to his vocation naturally, for he comes of a family of mariners. His maternal grandfather, James Rown, was mate of the first steamer that ever ran into Glasgow, Scotland, and Capt. Duncan Rown sailed one of the first vessels on the lower lakes. Our subject has two brothers on the lakes: Capt. Robert McLeod, of the *Shenango* No. 1; and Duncan McLeod, first mate of the *Osceola*.

Captain McLeod was united in marriage to Miss Mary Jane Scanlon, and they have a family of five children: Margaret, Charles, John, Catherine and Angus.

FELIX NEIDER, a well-known and thoroughly competent marine engineer sailing out of the port of Manitowoc, Wis., is a highly esteemed employee of the Goodrich Steamship Company, for whom he has been in various active capacities for the past thirty years, with the exception of the short period when employed in the railroad shops of the Delaware, Lackawanna & Western Company. He was born in Austria, December 28, 1849, and is a son of Vincent and Annie Neider, who came to the United States in 1853, locating in Manitowoc, Wis. The father died the following year, and the children then looked to the mother for guidance until 1874, when she, too, passed away.

Felix Neider was very young when he was thrown upon his own resources, but previous to this had enjoyed a few years in the public schools of Manitowoc. At the age of twelve years he began to make his own way in the world, and in 1866 shipped as boy on the schooner *Addie*, with Captain Davis, going the next spring on the schoon-

er *Gazine*, and closing the season on the barge *Plymouth Rock*. It was in 1868 that he entered the Goodrich employ as fireman on the steamer *Manitowoc*, new at that time. During the year 1869 he worked in the shipyard at Manitowoc for the same company, passing the next season before the mast on the barge *Plymouth Rock*. In 1871 he again worked in the shipyard, but the next year he took out an engineer's license and was appointed as second in the steamer *Manitowoc*. After laying her up, he went to work in the shipyard until the steamer *Menominee* commenced running in 1873, when he joined her as second engineer. He then passed four years in the shipyard, and in the spring of 1878 was appointed second engineer on the steamer *Corona*, followed by two years of dry dock work for Rand & Burger, also running the tug *Margaret* for a short time. He was employed the next year in the locomotive shops of the Delaware, Lackawanna & Western Railroad Company, located in Milwaukee. In the spring of 1883 was appointed second engineer of the *Sheboygan*, holding that office four seasons, after which he ran the tug *Arctic* for the same owners. In 1888 he was made second engineer on the steamer *Chicago*, and the spring of 1889 found him again on board the *Sheboygan*, holding the office of chief, which he filled for two seasons, when he was given the *Chicago* to run, remaining on her seven consecutive seasons, and giving a good account of his engines. In the spring of 1898, he came out as chief of the steamer *Sheboygan*, plying between Chicago and Green Bay ports.

Socially, he is a member of the Marine Engineers Beneficial Association; Ancient Order of United Workmen, and also of the Independent Order of Odd Fellows.

On December 12, 1871, Mr. Neider was united in marriage to Miss Annie Elizabeth Green, daughter of William and Henrietta (Cox) Green, natives of Weymouth, England, who came to the United States about 1847, and located at Manitowoc, Wis., where Mrs. Neider was born July 17, 1852. The children born to this union are Laura Edith; George Burt, who is in business in

Manitowoc; Ralph M.; Archie F. and Gordon G. The family residence is in Manitowoc, Wisconsin.

JAMES KENNEDY, in the spring of 1895, entered into a contract with the Lake Carriers Association for the handling of all the grain that comes into the port of Buffalo. A contract of this kind became necessary in order that there might be system and economy in the handling of grain. Previous to the making of this contract the grain coming into Buffalo was handled at each elevator by a boss shoveler, which method became unsatisfactory for the reason that each boss shoveler would take care of the grain that came easiest, paying little attention to what was to come afterward, thus sometimes leaving a considerable portion in bad shape. In consequence there was a great deal of fault-finding at the different elevators, and the entire matter was unsatisfactory to most of those concerned.

The Lake Carriers Association represents about four-fifths of the carrying capacity of the lakes, and, in attempting to devise means to remedy the difficulties under consideration, conceived the idea of making a contract for the handling of all the grain coming into port, with some one man, and holding him responsible for the proper condition of the work. This association advertised for bids. Mr. Kennedy was among those who answered the advertisement, his bid being the lowest responsible one, and, as he was able to furnish satisfactory security for the proper performance of the work, it was accepted. He offered to do the work for \$3.50 per 1,000 bushels, and to trim the canal boats for \$0.75 per 1,000 bushels. He had handled the grain for the two seasons—1895 and 1896—in a manner satisfactory to all concerned. He employs from 700 to 1,000 men, and during 1895 handled 121,000,000 bushels of grain, and in 1896 about 162,000,000 bushels.

In January, 1897, after a good deal of the discussion at the meeting of the Lake Carriers Association in Detroit, the contract was again let to Mr. Kennedy, at the old rate of \$3.50 per 1,000 bushels; but later in the spring, through a committee of the asso-

ciation, the rates were reduced to \$3.35 per 1,000 bushels.

The contract for the handling of grain for the Lake Carriers Association is a renewable annual contract, and for the season of 1897 Mr. Kennedy was awarded the contract and handled over 200,000,000 bushels of grain of all kinds. For the season of 1898 the contract was awarded to W. J. Conners, but through a mutual arrangement Mr. Kennedy is interested in the execution of the contract, and has the control of the work.

JAMES W. BAKER, who for several years was a prominent marine engineer, and is the present engineer of the Ogden school, Chicago, was born in Sandusky, Ohio, in October, 1855, a son of John M. and Lydia M. (Whitaker) Baker. The father was born in New York, but moved to Sandusky, Ohio, about the year 1835, and there worked at his trade, that of ship-carpenter, dying in Chicago, in 1891; his widow is now a resident of Chicago. They were the parents of three sons: James W., our subject; J. Marr, who was on the tug Relief when she burned, in 1887, on Lake Erie, is now in Chicago; and Arnold R., who also sailed the lakes.

The subject of these lines was reared in Cleveland, and there learned the trade of machinist and boilermaker, after which, in 1870, he commenced sailing the lakes from Cleveland on the tug Belle King, on which he remained eighteen months; then went on the tug Maggie Sanborn, as fireman for one season; then on the tug Amadeus, at that time one of the largest harbor tugs on the lakes. On her he remained some eighteen months and then went as second engineer of the D. M. Wilson in the coal and iron ore trade. After one season on her, he, in the following spring, went as chief engineer of the lake tug Relief, and was on her four seasons. She was burned in 1887 on Lake Erie, off Sandusky, after which Mr. Baker went back to his home in Sandusky, Ohio, where he sojourned some time. He was then licensed chief engineer, and in that capacity went on the V. Swain, of Cleveland, remaining with her two years, at the

end of which time he became engineer of the White & Friant, of Chicago, was on her seven months, and then became engineer of the Fred Kelley, of Cleveland, which brings us now to 1889, the year Mr. Baker left the lakes. In 1887 he came to reside permanently in Chicago.

Our subject's next occupation was as chief engineer for the Gillett Chemical Works, Chicago, where he remained two and a half years; then had charge of the Excelsior Block for about the same length of time, in 1894 receiving appointment as chief engineer of the Ogden school, his present charge.

In 1880, at Sandusky, Ohio, Mr. Baker was married to Miss Fanny Palmer, of Fort Wayne, Ind. Our subject was formerly a member of the M. E. B. A., No. 4, and was president of that lodge in 1892. He is affiliated with the K. of P., and with the A. F. & A. M., Blair Lodge No. 393.

JAMES N. AMES, was born October 25, 1857, at Algonac, Mich., where he has resided all his life. He is the son of Washington and Priscilah (Cobbledick) Ames, who still reside at Algonac, the father having retired from active marine life twenty-four years ago.

James Ames began marine life by going on the Trader, as deckhand, one season. Soon after he served, respectively, as wheelsman on the I. U. Masters, Cadillac, and Sweepstakes, and then before the mast on the Boscobel, and Keepsake. After a period of two and a half years spent on the Salina as wheelsman, he served on the Missouri as mate for one season. He then went on the J. W. Westcott, T. S. Christie, and the John N. Glidden as wheelsman, and then joined the Ohio as second mate. Upon the S. E. Sheldon he then spent one season as second mate, and one as mate, after which he went on the Vienna, as mate, where he remained two years. During the following season he acted as mate on the St. Lawrence, Norman, Macosta, Corsica, and in 1896 came to the Pioneer, transferring as mate to the Polynesia and Italia in 1897, and filling the same office on the Siberia in 1898.

Mr. Ames was married December 21, 1892, to Miss Edith Braddon, of Cleveland. Mr. Ames is a member of a family of eleven children, all of whom but three sisters are still living. George W. Ames, his brother, has been a sailor for many years, and is acting as mate on the V. H. Ketcham.

JOHN C. JOLL is closely connected with marine life, although he has never been a sailor, and he is well known by all marine men, having been a ship carpenter all his life, and for many years connected with the lake trade.

Mr. Joll was born in Calstock, England, April 5, 1846, and at that place learned his trade with an uncle, the owner of a shipyard and dry dock. Here he served a seven years' apprenticeship, and then went to Devonport, where he was employed in the government yards three years. The following season he was employed by the Fountain Dry Dock Company, of London. In 1871 he came to America and settled in Cleveland, Ohio, where he was employed in the shipyards of Quayle & Martin for one year. He then went to the La Frenier Ship Building Company, as contractor, and remained one year. While there he was in charge of the carpenter work on the S. H. Foster, Cormorant and Holly. He next entered the employ of the Stephens & Presley Dry Dock Co., and in 1881 became foreman of the carpenters in the dry dock. From here he went to the Globe Iron Works, and there worked on the Northern Queen, Northland, North West and North Light, also all of the Menominee Transit line. In 1896 he came to the Cleveland Dry Dock Co., as dry dock foreman. About July 1, 1898, the three dry docks in Cleveland were consolidated into one company known as the Ship Owners Dry Dock Company, and our subject became foreman of the two upper docks and the yard of this company, Capt. W. W. Brown being manager.

On September 23, 1873, Mr. Joll was married to Miss Elizabeth Pepper, who died June 17, 1876. On August 3, 1880, he married Miss Emma Lane, who died March 14, 1894, and on September 19, 1896, he wedded Miss Louise Harris. He is the fa-

ther of two children: Mamie and Philip. The daughter is married to Robert Dracket, and resides in Cleveland, Philip is learning the machinist's trade at present.

SHELDON THOMPSON, the first mayor of Buffalo elected by the people, a prominent business man, and one of those who in the early days established commerce, trade and shipbuilding on the Great Lakes, was born in Derby, Conn., July 2, 1785. His grandfather, Jabez Thompson, was one of the selectmen of his town, and served as an officer in the French and Indian war; was in command of the first troops sent from Derby after the battle of Lexington. He was major of the first regiment in 1755, and afterward became colonel of his regiment, and was killed September 15, 1776, in the retreat from New York. His son, Jabez, was born January 7, 1759, was a sailor from his youth, and was lost at sea while in command of a West Indies trading vessel.

Sheldon Thompson, son of Jabez, when ten years of age, went to sea as a cabin boy with his brother William, who was master of a vessel. When twenty-four years of age he was himself master of a vessel, *Keziah*, trading to the West Indies. Abandoning the sea in 1810 he settled at Lewiston, N. Y., soon afterward forming a partnership with Jacob Townsend and Alvin Bronson, under the firm name of Townsend, Bronson & Co., the purpose being to engage in mercantile pursuits, and in shipbuilding and coasting on lakes Ontario and Erie. This firm had a vessel named the *Charles and Ann*, built at Oswego, in which Mr. Thompson took the carpenters around to Lewiston, and then brought them over to Cayuga creek, and there built the *Catherine*, named after his affianced bride, the vessel being completed in June, 1811. Both these vessels were engaged in the war of 1812.

On April 6, 1811, Sheldon Thompson married Catherine Barton, a daughter of Benjamin Barton, of the firm of Porter, Barton & Co. After the war of 1812 had come to a close the two firms, Townsend, Bronson & Co. and Porter, Barton & Co. established a branch firm, named Sill,

Thompson & Co., and Mr. Thompson removed to Black Rock. This firm built the *Michigan*, of 120 tons, and the *Red Jacket*, a smaller vessel. The former, being too large for the trade, was finally sent over the Falls in 1829.

The firm of Sheldon, Thompson & Co., formed in 1823 or 1824, owned one of the first organized lines on the Erie canal, known as the *Troy & Black Rock* line, the name being changed to the *Troy & Erie* line when the head of the canal was fixed at Buffalo. The firm aided materially in the establishment of steam navigation on Lake Erie, building the *Pioneer*, the third steamboat on the lake. In 1828 they built the *Sheldon Thompson* at Huron, Ohio. In 1830 Mr. Thompson moved to Buffalo, and in 1836 his firm consolidated with Townsend & Coit, under the name of Coit, Kimberly & Co., Messrs. Thompson and Townsend retiring from the leadership.

While Mr. Thompson was not a politician yet he was a patriot, as had been his ancestry before him, and was elected by the people mayor of Buffalo in 1840, the mayors having previously been elected by the common council. Mr. Thompson was a member and vestryman of St. Paul's Episcopal Church. His wife died May 8, 1832, and he died March 13, 1851. Their son, Augustus Porter Thompson, was for a time president of the Cornell Lead Company, and after the transfer to the National Lead Company became its manager, which position he still holds. Mr. Thompson was of a type of men now rarely seen, brought up surrounded by pioneers, and having all the rugged, honest qualities attributed to them. Men of the present, while equally honest, have more polish and culture, and consequently not so much individuality.

HENRY D. COFFINBERRY was born in Maumee City, Ohio, October 14, 1841. He is the only surviving son of the late Judge James M. Coffinberry, of Cleveland, a jurist of much renown, and Anna M. Coffinberry, who is of lineal descent of Thomas Fitch, colonial governor of Rhode Island, and allied to John Fitch, the inventor and the first to apply steam to navigation. Other

members of the family were ship owners and masters of vessels. Mr. Coffinberry's father, the Judge, was a descendant of Andrew Coffinberry, a lawyer and geologist of some fame, and a patriot of distinction, having served in the Federal navy under Bainbridge and Hull in the war of 1812.

Henry D. Coffinberry is a graduate of the west high school of Cleveland, Ohio. At the opening of the Civil war he was desirous of entering the service as a volunteer, and in his eighteenth year he obtained a reluctant consent from his parents to go into the navy. During the years of his school-boy days he had many opportunities to learn the art of handling yachts and other small boats, which gave him a predilection for the navy, which was very favorable to him when applied to his duties as an officer in the navy. He shipped as ordinary seaman at Erie, Penn.; he was then sent to the receiving ship Clara Dolson, at Cairo, where he was promoted on the recommendation of Commanders Pennock and Phelps, to master's mate, and reported to Lieut. Commander Richard Mead, on the ironclad gunboat Louisville. She was one of the six original ironclad steamers constructed by General Fremont on the Mississippi river at the breaking out of the war, and known as the "Fremont Turtles." The first engagement in which he participated was that of Haines Bluff, where the fleet under command of Rear Admiral D. D. Porter was obliged to retire after a stubborn fight. His next experience in war was at the capture of Fort Hindman, after a hard battle of nine hours at short range. Immediately after this victory he was promoted, on recommendation of Admiral Porter, to the rank of acting ensign. He participated in the exciting episode of the running of the batteries at Vicksburg, the two engagements at Grand Gulf on the Mississippi, those of the second Yazoo Pass and the Red River expeditions under General Banks, in which the troops and gunboats acted in conjunction. Soon after the return of the fleet from the last Red River expedition, Mr. Coffinberry was examined and promoted to the rank of acting master and executive officer of the Louisville, and finally commanding officer

of that gunboat. She was 160 feet long, 52 feet beam and drew 5½ feet of water. She was propelled by a recessed stern wheel, and was rated as a second or third class sloop of war. Her battery consisted of a 100-pound Parrott rifle, four nine-inch Dahlgren guns, six thirty-two-pound smooth-bores, two thirty-pound Parrott rifles and a twenty-four-pound howitzer. She carried 160 men and twenty-five officers. At the close of the war he put the Louisville out of commission, and was appointed to the command of the United States steamer Fairy, which position he held until the reconstruction of the South had assumed some definite shape, when he returned home. Admiral Porter tendered him support and influence in case he desired to continue his career in the navy, so well begun. Preferring civil life in the years of peace, he declined, and was honorably discharged, with the thanks of the navy department.

Shortly after receiving his discharge from the service of the United States Government, he engaged in mercantile business as a partner of Messrs. Leavitt & Crane in founding a carriage and wagon axle manufactory in Cleveland, Ohio. After a time he sold out his interest in this firm and bought a fourth-interest in a small machine shop, doing business under the firm name of Robert Wallace & Co., John F. Pankhurst and Arthur Sawtel being the company. Mr. Sawtel soon sold his interest to the company, who carried on the business for three years with a good measure of success. In 1869 they purchased the interests of William Bowler, Robert Cartwright and Robert Sanderson in the Globe Iron Works, Mr. John B. Cowles retaining his interest and joining the new firm. Mr. Coffinberry was chosen financial manager of this firm as he had been of the firm of Robert Wallace & Co. This new business proving an assured success, the firm was soon enabled to purchase a half-interest in the Cleveland Dry Dock Company, Mr. George Presley, owner of the other half-interest, remaining manager and Mr. Coffinberry taking charge of the financial end of the business. The firm as thus constituted engaged in the construction of wooden

ships. Mr. Coffinberry next became impressed with the utility of building iron and steel vessels, and outlined, with a judicial mind, which he had no doubt inherited from his father, Judge J. M. Coffinberry, the type of future vessel for service on the lakes, by putting in a plant and laying the keel of the iron steamer Onoko, after a thorough investigation of the subject, taking into his counsel such veteran owners of lake craft as Capt. William Pringle, George W. Jones, J. W. Nicholas, Philip Minch and C. E. King. These gentlemen imparted their conclusions to Gen. O. M. Poe, United States engineer, that he might intelligently construct the new locks at the Sault Ste. Marie so that they would pass vessels of 300 to 600 feet keels. Thus it was that Mr. Coffinberry, and these gentlemen of his council, outlined the present magnificent size of the lake carriers, and they became the pioneers of the modern lake vessel. After founding the plant and laying the keel of the iron steamer Onoko, the firm was incorporated under the name of the Globe Ship Building Company, of which Mr. Coffinberry was chosen president and financial manager. After continuing business under these papers of incorporation, and building many iron and steel vessels, a difference arose between the old partners, and Messrs. Coffinberry, Wallace and Cowles sought to purchase the interest of Mr. Pankhurst. Failing in this, they sold their interests severally to Mr. M. A. Hanna.

In the summer of 1886 Messrs. H. D. Coffinberry and Robert Wallace, with the assistance of a few of the enterprising vessel owners of Cleveland, purchased the plant of the old Cuyahoga Furnace Company, adding largely to the realty, greatly increasing its capacity for general machine and foundry work, by building a large brick machine shop, the top story fronting on the viaduct, which contains the offices, and a brick boiler shop and putting in an extensive shipbuilding plant on the river front, capable of building four of the largest vessels per annum. They then announced themselves as ready for the construction of modern lake vessels. This company was

incorporated as the Cleveland Ship Building Company, with a paid up capital of \$350,000. Mr. Coffinberry was chosen president and financial manager; Mr. Wallace, vice-president and general superintendent; William M. Fitch, secretary, and James Wallace, designing engineer. Orders soon encouraged this new enterprise, and the company then conceived the purpose of building a large dry dock, which was done and incorporated as the Ship Owners Dry Dock. This dock is large enough to receive the largest hulls on the lakes; but it proved inadequate to accommodate the extensive demands made upon it, and another, a trifle smaller, was sunk along side of it. Mr. George Quayle is manager of these docks. This company also purchased the wooden shipyards of William Radcliffe, and are prepared to construct wooden vessels. After seeing these great results grow from small beginnings, and being content with the profits accruing, Mr. Coffinberry retired from active service in 1893, still holding stock in the company, and has taken up his abode at Clifton Park, in a beautiful home he erected of late years, surrounded by a natural growth of forest trees, and overlooking the lake.

He was a member of the first board of five commissioners of Cleveland, is a director of the State Bank and a member of the Board of Industry of Cleveland. He owns large interests in several of the best vessels on the lakes and much valuable suburban real estate, and considerable mineral land in the West. He was chosen a delegate to the National Democratic Convention on the gold platform in 1896. He is one of three citizen members appointed by the common pleas judges to assist county commissioners in building new county buildings.

On April 7, 1875, Mr. H. D. Coffinberry was wedded to Miss Harriet Duane Morgan, daughter of General George W. Morgan, of Mt. Vernon, Ohio. Three daughters have been born to them, two of whom are living: Nadine Morgan and Maria Duane. Mrs. Coffinberry is a descendant of the Duane and Morgan families of Revolutionary times — the friends and fellow patriots of George Washington and Thomas Jefferson.

JOHN COWLEY. If danger and shipwreck are among the incidents that fall to the lot of the Great Lake mariners, the subject of this sketch, an efficient marine engineer, now residing at St. Clair, Mich., has had his full share. But he possesses the fortitude and bravery of the typical lake man. He is a native of Canada, having been born in the Province of Quebec.

Our subject spent his boyhood and youth on his father's farm; but he early acquired a taste for life on the water, and in 1867, at the age of twenty years, began his nautical career as a fireman at Montreal. Since that time he has served in various capacities on many of the better class of lake craft, including the *India*, *William Chisholm*, *G. B. Hale*, *Horace A. Tuttle*, *John W. Moore* and *Continental*. Among his experiences on the lakes have been six shipwrecks. Mr. Cowley was aboard the *Guiding Star* when she blew up in 1870. He was one of the crew of the propeller *Tioga* when that ill-fated vessel was burned in 1877. He was wrecked on the *C. B. Hale* on Saginaw bay, October 8, 1897. For twenty-five years of his lake career he served as engineer with Canadian license.

Mr. Cowley was married in Mooretown, Ontario, and has four children, one of whom is now a sailor. Mr. Cowley's experience on the lakes and his careful attention to his duties have made him a skillful and well-known sailor.

CAPTAIN C. A. PELTIER was born December 25, 1829, at Detroit, where he has always lived. He has had a wide experience in marine work, and in the different branches of that occupation he has acquired an extensive knowledge, and is known as a thoroughly competent shipmaster. His career has been exceedingly fortunate, he never having suffered shipwreck, thus winning credit for himself and profit for his employers.

After attending school until his twelfth year, he shipped in the schooner *Swan*, Captain Berkley, and there acted as cook three months. Upon leaving this boat he went on the *Two Brothers*, owned by Larned Bros., of Sandusky, and acted as

cook until the close of the season. The next year he went as mate on the scow *Petrel*, owned at Lexington, Mich., and then went with Captain Stringleman, on the brig *Crispin*, after which he went with the same captain to the brig *Shakespeare*, where he remained several years, finally becoming mate. He then went on the *Nucleus*, and remained on her as second mate two seasons, with Captain Stringleman, after which he entered the employ of Nicholas & Whitcomb, of Detroit. They had recently purchased the brig *Shakespeare*, and to it he returned as mate, remaining throughout one season. In 1854 he took command of the *Crevolia*, and sailed her three seasons, after which he went on the brig *Roscus*, and remained two seasons in her employ; but the boat being purchased by William Brewster, of Chicago, he was retained as master, and sailed her until 1867. He then came to Detroit and entered Whitacre's employ, going on the *Concord* one season, after which he sailed the *Petrel* for five years, when he next superintended the building of the *B. W. Jenness* and brought her out new, remaining on her nineteen years as master. After two years on the steambarge *Michigan*, he sailed the *Germania* five years, for McLaren & Sprague, of Toledo, Ohio, and for five years was in the employ of E. E. Koch, of the same city. He brought out the *J. B. Ketcham*, and then went on the *E. S. Tice*, of Bay City, owned by McCormick Bros., remaining two seasons. He then spent the season of 1895 on the steambarge *Saginaw*, that being his last boat and his last sailing, the Captain having died April 29, 1898.

On March 26, 1856, he was married to Miss Philomine Corbin, of Detroit, a sister of Capt. J. L. Corbin, a well-known lake master. Captain and Mrs. Peltier had seven children, and out of the seven but the four mentioned below are living: Mary Olive, who married B. St. James, of Ann Arbor; Mary Angeline, who married F. Lingeman, of Detroit; Adolphus J., a physician, of Detroit, who married Miss Rose Siereiter; and Mary Hattie, who still resides at her father's home, No. 790 Monroe avenue, Detroit. Mary Philomena, the

oldest child, died when but a babe of three months; and Albert J. and Mary Lillie, the two youngest, died at the age of four and two months, respectively.

WILLIAM SUTTON, who is well qualified for the position which he now holds as superintendent of the Globe shipyard, in Cleveland, was born in Milford, Pembrokeshire, South Wales, June 10, 1849, a son of James and Margaret (Simmons) Sutton. His parents removed to the United States in 1872, locating at Lockport, N. Y., to which city William had preceded them about one year. The father died in 1880, the mother following two years later.

William Sutton, the subject of this sketch, attended the public schools of Pembrokeshire until he was thirteen years of age, and then entered the shipyard of Allen & Warlaw as an apprentice, remaining with that firm six years. In 1868 he went to Chatham navy yard, in Kent, near London, and was employed on the general iron and steel ship work, notably for his work on the British warships *Gladden*, *Sultan* and *Serapis*, one year, after which he left the yard on account of a reduction in the force.

In the spring of 1869 he went to Cardiff, and joined the full-rigged ship *Annie Combre* as carpenter, which was bound for Ancona, Italy, with coal, thence to Taganrog, Russia, a port on the Black Sea, where she took on a cargo of grain. On the return voyage she was quarantined on the Bosphorus for ten days, then passed on down to Constantinople, thence to Havre, France, arriving there soon after hostilities commenced between France and Prussia. The crew left the ship, and Mr. Sutton took passage on a channel steamer, and reached Milford, after an absence of nine months.

After recovering from the effects of rheumatism, which he had contracted during the voyage, he again went to work in the Chatham navy yards, remaining there until the spring of 1871, when he took passage on the steamer *City* of New York, bound for the United States. On arrival he went to Lockport, N. Y., and engaged in the construction of canal boats for use on the Erie canal, afterward taking charge of a gang of

men to plank the bottom and build locks on the new Welland canal.

In 1882, after the completion of that work, Mr. Sutton went to Cleveland, and entered the employ of the Globe Iron Works Company, and worked on the great iron steamer *Onoko*, at that time the largest vessel afloat on the lakes, and the first iron steamer built in Cleveland. While on a visit to Lockport his mother died, and after the obsequies Mr. Sutton went to Jefferson, Ind., to work on government barges, which were being constructed for use on the Mississippi river. He was there during the flood of 1883, when the inhabitants passed from house to house in small boats, or vacated their premises entirely. The next spring he returned to Lockport, and engaged with the Pound Manufacturing Company, to go to the Isthmus of Panama to fit up the woodwork for dredges to be used on the proposed De Lesseps canal. After six months he was disabled by an accident, and took passage for New York, going thence to Cleveland, where he again found employment in the Globe shipyard, assisting in the construction of the iron steamers *William Chisholm*, *J. H. Devereux*, *Darius Cole*, and the steel steamer *Spokane*, and all of the steel steamers of the Northern Mutual, Lehigh, Menominee, and the Minnesota lines, as general foreman. The steamers of these several lines are numbered among the best on the lakes, and Mr. Sutton's practical qualifications are recognized as being of a high order of merit.

In 1884 Mr. Sutton was wedded to Miss Ellen Nora Collins, the daughter of John and Nora Collins, of Lockport, N. Y. The children born to this union are as follows: Mary Margaret, John Francis (who died young), and Joseph Leo. The family homestead is located at No. 12 Woodbine street, Cleveland, Ohio.

HENRY BECK, the only surviving son of John O. and Eliza (Langman) Beck, was born October 20, 1859, at Elmore, Ohio, from which place he moved to Buffalo in 1864, and in the latter city obtained a common-school education while he was between seven and eleven years of age.

He learned his trade at the respective machine shops of David Bell and the C. & B. Holmes Iron Works on Chicago street.

In 1883 Mr. Beck began sailing the lakes as greaser in the steamer Philadelphia, remaining in that capacity one season, and for the two successive seasons—1884–85—was engineer of the same steamer. In 1886 he purchased the tug Lone Star at Ithaca, N. Y., and after bringing her to Buffalo harbor sold a half-interest in her to Capt. John Owens; she has been used as a harbor tug steadily for ten successive seasons, during which period Mr. Beck has been her engineer. He and Captain Owen also own a half-interest in the tugs Trenton and E. E. Frost. For the seasons of 1897–98 he has been engineer of the tug Trenton, one of these boats. He is a member of the Canal-boat Owners Association of New York City.

Our subject was married, in 1895, at Buffalo, to Miss Nellie O'Neil. They reside at No. 26 W. Ferry street, Buffalo, New York. Mr. Beck has been one of the successful men of Buffalo harbor.

EDWARD T. DIXON, an industrious and competent engineer, has been in the employ of the United States Government during the past two seasons in charge of the machinery of the tug Graham, giving the best of satisfaction. Being a good mechanic and industrious, he always finds employment in the shops after laying up his boat.

Mr. Dixon was born December 21, 1844, at Ottawa, Ontario, and is the son of Thomas and Catherine (Cleary) Dixon, natives of Ireland, who came to Canada about the year 1838. They moved to Harrison Corners in 1846, where the father died soon after, and the mother on July 26, 1894. After the death of his father Edward went to live with his uncle, James Cleary, of Moulinette, Ontario, where he worked on a farm, drove team and attended school. In April, 1863, he came to the United States, stopping at Peshtigo, Wis., and went to work in a sawmill owned by the Peshtigo Lumber Company, and the next spring fired a locomotive on their private road, used for transporting lumber, and worked

in the machine shop conducted by the company. In 1865 he was made engineer of the locomotive Cooper Clark, the first ever built on American soil, and run in the interest of the Boston & Amboy railroad. During the time he was in their employ he also ran an engine on a pile driver and tug Reindeer, taking out his first license for this privilege in 1867, and it was during this year that he served in the capacity of engineer on the steamer Union, owned by the G. B. & M. T. Co., and run from Green Bay, Wis., to Marinette. That fall he went to Chicago, and secured employment as engineer of a pile driver and steam shovel on the C. B. & Q. R. R.

In the spring of 1876 Mr. Dixon was appointed second engineer of the steamer Trader, Jeremiah Collins, now assistant boiler inspector of Milwaukee district, being chief, closing the season on the side-wheel steamer Huron. The next year he became second engineer of the steamer Norman of the People's line, plying between Duluth and Marquette. That fall he took her to Chicago and laid her up, the chief being sick. He then entered the employ of the Goodrich Transportation Company as second engineer of the steamer Muskegon, transferring to the steamer Truesdell during the winter of 1878–79, and the next spring as second on the Sheboygan, closing the season on the Amazon. He then went to Milwaukee and was made first assistant engineer in the Kearn flouring-mill.

In the spring of 1881 Mr. Dixon moved his family to Marinette, Wis., to take a position as superintendent of a post and tie mill, remaining there until the firm discontinued business, in March, 1883. He then went to Duluth and took charge of the tug Siskiwitt for Cooley & La Vaque, closing the season on the tug Eliza Williams. The next year he ran a pile driver for the Winston Bros., of Minneapolis, who had the contract for building the bridge across the St. Louis bay. In the spring of 1885 Mr. Dixon chartered the tug John McKay, and engaged in towing logs from Fon du Lac to Duluth mills. The next two years he was engineer of the steam road-roller for the city of Duluth, and in 1889 he was appoint-

ed engineer of the yacht Picket, that winter serving as assistant engineer in the Imperial mill in Duluth. During the construction of the Emerson school building, in Duluth, he assisted in putting in the machinery, and worked ashore until the spring of 1893, when he was appointed chief engineer of the Sheboygan. Having removed with his family to Milwaukee, he was appointed chief engineer of the yacht chartered by that city to carry supplies, etc., to the waterworks crib, holding that berth two years. In the spring of 1896 he joined the tug Robbie Dunham as engineer, she being engaged on government work; transferring the next year to the tug Graham, and remaining on her as engineer on government work until she was laid up in the fall of 1898.

The only fraternal society of which he is a member is the Marine Engineers Beneficial Association.

Edward T. Dixon was wedded to Miss Margaret Frances Dolan, of Winona, Minn., the ceremony being performed on February 26, 1878. The children born to this union are Agnes M., who is teaching school in Milwaukee; Edward F., a sailor; Mary Julia, and Margaret Clare. The family residence is in Milwaukee, Wisconsin.

CAPTAIN DANIEL WALL, whose first United States license as mate and pilot dates back to 1888, received his first maritime experience on the Atlantic ocean, where he became a thorough seaman, and is well versed in all the mysteries of the craft. He was born in Richibucto, Province of New Brunswick, on May 10, 1858, and is a son of William and Jane (Beattie) Wall, natives of that Province also. Both the paternal and maternal grandparents of the Captain were Scotch, James Beattie being an old resident of Lockmaben, Dumfriesshire, and both families came to America about the same time, locating in Richibucto, New Brunswick, but the Walls afterward removed to Marinette, Wis., where the father worked at his trade as a ship carpenter. He died in 1896, since which time his widow has resided in Marinette, Wisconsin.

After receiving a public-school educa-

tion in his native town, Daniel Wall shipped, in 1872, as boy on the bark Annie McNairn, bound for Liverpool with a cargo of deals, and upon that vessel he made several voyages across the Atlantic, taking oil on the last passage and returning to Richibucto in ballast. The next year he joined the full-rigged ship Wacissa as seaman, spending almost a year on her. In 1874 he shipped on the bark Winona for Charleston, S. C., to load cotton for Liverpool, making two voyages on her. While on the second passage out the mate was murdered by one of the seamen, and Captain Wall was appointed second mate to fill the vacancy. His next berth was on the barkentine Erema, bound for Prince Edward Island with salt and iron.

On his arrival he crossed the straits of Northumberland, and paid a visit to his parents. He then shipped on the bark Tacoma, having been appointed second mate. On arriving in Liverpool he left his boat and went to Dublin, where he joined the bark Romanoff, bound for Philadelphia. He then sailed on the schooner Belle Russell as mate. After some months in the coasting trade, he shipped in the schooner Hattie Paige, of Bridgetown, N. J., going thence to his home in Richibucto.

In the year 1880 he was appointed mate on the new brigantine Wawbeck, bound for London, England, with canned lobsters. On the way out they had to put in at St. John's, Newfoundland, and discharge cargo on account of foul pumps, there being four feet of water in the hold. The return passage was very rough, the brigantine was disabled, lost her canvas, and was driven out of her course, fetching up on the island of Bermuda after a lapse of five months, the crew subsisting eight weeks on bread and water. Captain Wall then went to St. John's, Newfoundland, and was appointed master of the Alice, passing one season in fishing on the Banks. His next office was mate on the schooner Dasher. This vessel was wrecked on Magdalene island in the St. Lawrence river, and proved a total loss. The crew remained on the island three weeks, when they were taken off by a light-house tender. The Captain then passed

some time on various small craft, after which he went west and assisted in constructing bridges on the line of the Milwaukee & Northern railroad.

In the spring of 1884 Captain Wall began sailing the lakes as seaman on the Butcher Boy, of the Marinette Barge line, going as wheelsman on the steamer Favorite the next season, and in 1886 as second mate of the same steamer. In 1887 he shipped on the schooner S. A. Wood, and in 1888 he received his license and shipped as second mate of the steamer Michael Groh, closing the season as mate on the S. K. Martin, coming out on the same vessel the following spring, but closing the season on the Ida M. Terrent. During the seasons of 1890-91 he sailed as mate of the steamer Joys. In the spring of 1892 he was appointed mate on the steamer Edward Buckley, holding that berth three seasons. In 1895 he was appointed master of the steamer Frances Hinton, and sailed her two seasons, when she was sold under him. His next boat was the steamer I. Watson Stephenson, of which he was mate. In the spring of 1898 he was again mate on the steamer Edward Buckley.

Socially, the Captain is a member of the Independent Order of Odd Fellows.

On August 14, 1880, Captain Wall was married to Miss Annie, daughter of Cornelius and Caroline (Ward) Turner, of Richibucto, New Brunswick. Their children are William Garfield, David Turner, Bertie Childs, Ruthie, and Harry. The family homestead is at No. 1446 Garfield avenue, Marinette, Wisconsin.

CAPTAIN H. L. SANDERS, part owner and master of the steambarge Mark B. Covell, of Manistee, Mich., is a native of that State, having been born October 20, 1859, in Marine City, a son of Capt. Jerre Sanders, whose place of nativity was Cattaraugus county, New York.

Capt. Jerre Sanders was a sailor by occupation, and followed the lakes for many years—from the age of fourteen until his death in 1866, which was caused by accidental drowning while acting as pilot on the St. Clair Flats, at the time they were build-

ing the canal there. He was one of the best known men on the Great Lakes in his day, and at one time he was captain of the propeller Ottawa, and of the brig Roscius.

Our subject attended the public schools of his native city until he was fourteen years of age, after which he attended school only one winter; but he has been a great reader, as well as a keen observer of passing events. When fourteen years old he commenced sailing the lakes, his first occupation being watchman on the steambarge Salina, of the Anchor line, on which vessel he remained two seasons, one as watchman and one as wheelsman, at the remarkable early age of fifteen. In the following season he shipped on the steamer V. H. Ketcham as lookout man for a short time, and from her went on a schooner as a boy before the mast. Next season he went as wheelsman of the Detroit and St. Clair river tug Kate Moffat, while the greater part of the following three seasons he passed on sailing vessels before the mast and as mate. His next vessel was the steambarge R. C. Brittain, running between White Lake (on the east shore of Lake Michigan, twelve miles north of Muskegon) and Chicago, on which he served first as wheelsman, then as second mate, first mate and finally as master. In the spring of 1888 he brought out the steambarge Mark B. Covell, and has been master of her ever since. In 1894 he acquired a quarter-interest in the Covell, and is now both part owner and master.

In 1881 Captain Sanders was married at Whitehall, Mich., to Miss Laura E. Rodgers, of that place, and two sons, Jerry and Mark, have been born to them. Socially the Captain has been a member of the Ship Masters Association and is affiliated with the F. & A. M., Lodge No. 310, Whitehall, Michigan.

CAPTAIN JAMES H. GREEN, master of the steamer Scranton, and one of the most widely-known vessel masters of the lakes, was born May 19, 1856, in Buffalo, N. Y., at the public schools of which city he received his education.

Our subject entered the lake service as

cabin boy at the age of fourteen years, his first voyage being on the propeller Plymouth, of the Western Transportation line. On that boat he remained for three years, and in 1873 shipped as watchman on the propeller Badger State, on which vessel he served as watchman, mate and captain, consecutively, some thirteen years, sailing her as master from 1881, being at the time the youngest lake captain in the service. The vessel belonged to the Western Transportation line, and plied between Buffalo, Chicago and Duluth. The season of 1886 he shipped as mate on the propeller Russia, of the Lackawanna Transportation line, and the next season (1887) he sailed that vessel as captain. In 1888 he was made master of the steamer Scranton, plying between Buffalo, Chicago, Duluth and Green Bay, and has remained as such ever since. In all his service, of over a quarter of a century, he has never lost a week from sickness or any other cause, and has never met with an accident. During the winter of 1897 and '98 he held the position of Inspector for the Inland Lloyds. Socially, he is a member of the Shipmasters Association No. 1, of Buffalo, being one of the charter members, and is a member of Harbor Tug Pilots Association No. 31. Fraternally, he is a member of Vine Lodge No. 161, F. & A. M., also of the A. O. U. W., Mount Vernon Lodge.

Captain Green was married, in 1888, to Miss Mary E. Greene, of Buffalo, and they have three children—two sons and one daughter—all of whom attended the public schools of Buffalo. The family resides at No. 711 West avenue, in that city. Captain Green has been very successful, and is one of the self made men.

JOHN H. SMITH, through whose death the shipbuilding industry of the Great Lakes suffered the loss of one of its most competent and skillful constructors, was born in Pembroke dock, South Wales, in 1846. He received a liberal education in his native county, and then served an apprenticeship to an iron shipbuilding firm in Hull, Yorkshire, afterward working in London in the same line. While engaged in the govern-

ment shipyards in London he worked on the war ships Northumberland, Minotaur, Agincourt, Black Prince and others. For some time he was in private dockyards, and being an observant young man he greatly improved upon the experience gained on naval vessels.

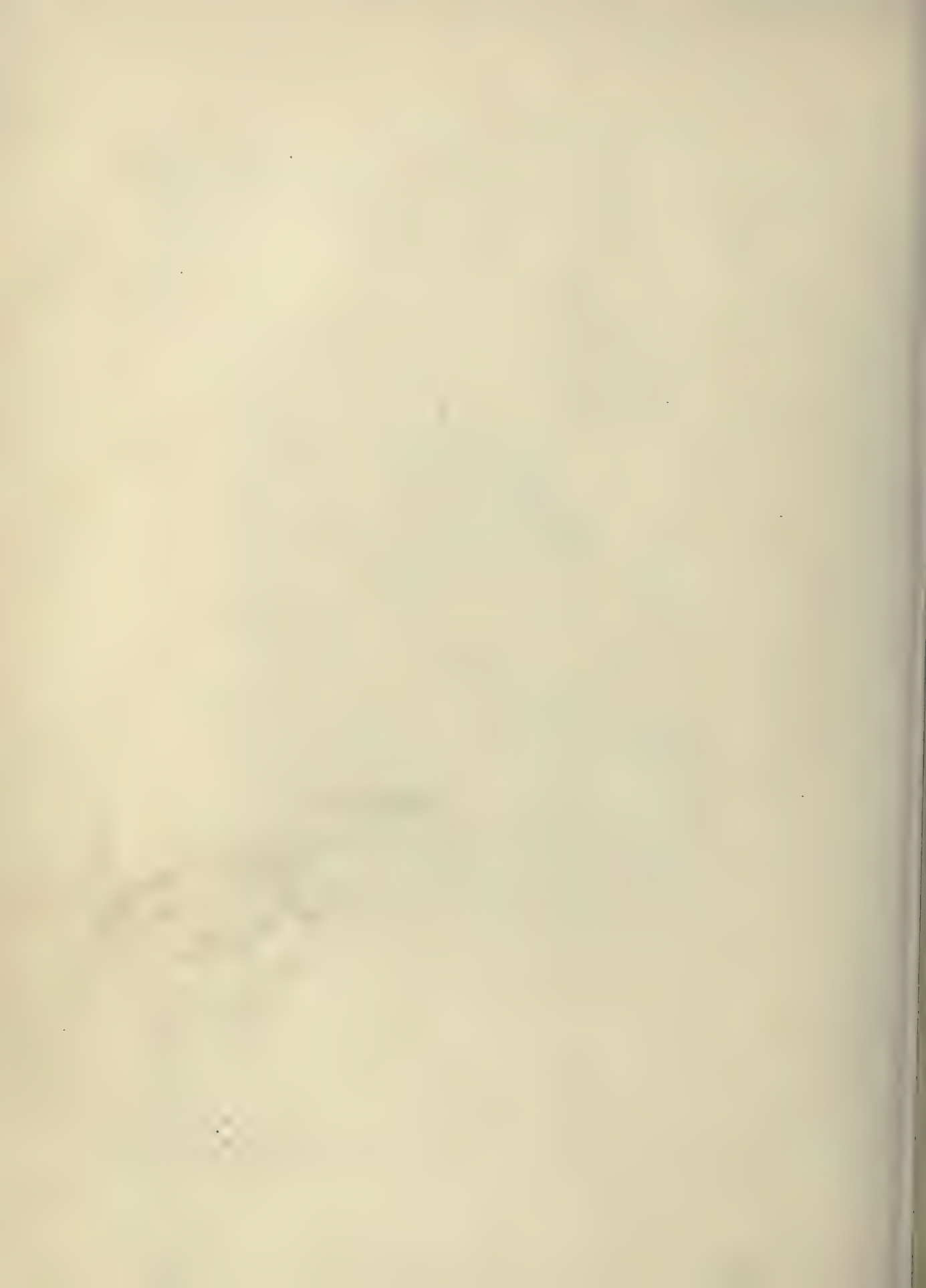
Mr. Smith came to the United States in 1869, and in 1871 assisted materially in the construction of the steamer Japan, at Buffalo. Shortly after this he entered the employ of the Anchor line, and performed a notable job of repairs, prompted by intuitive resource, on one of the steamers of that line at Erie, Penn., which attracted a great deal of attention. He listed the boat on shore, and made all necessary repairs to her bottom, thus saving the expense of a long delay in dry-dock. His reputation as an iron worker caused the Grand Trunk railway magnates to engage him to superintend the construction of the iron carferry steamer International at Buffalo, and later a second ferry boat, the Huron at Point Edward, and on the completion of the ferry steamers he was appointed to superintend the construction of bridges for the same railroad. In the meantime Mr. Smith had built a blast furnace on Lake Champlain, New York, which was soon in full and perfect operation. On the completion of the above detailed work he was tendered the position of general superintendent of the Globe Shipbuilding Company's yard, which he accepted, and which position he held up to his death, which occurred October 21, 1893, after an illness of about four months.

Mr. Smith was a man eminently qualified to accomplish great aims, and at the same time win not only the regard and esteem of the men working under his direction, but the confidence of those for whom he himself worked. While he did not appear as an important factor outside of the shipyard of the Globe Iron Works Company, he had been so essential in the building up of that great industrial concern that his death seemed a loss irreparable.

The first large iron steamer, the Onoko, built by the Globe Shipbuilding Company, and the largest among the first metal steam-



JOHN H. SMITH.



ers built on the lakes, was constructed under the immediate supervision of Mr. Smith. After that he superintended the building and launching of a fleet of over fifty steel steamers, making it a point of conscience to attend closely to the detail work. These boats ranged in price from \$150,000 to \$250,000. There was one year during which he launched a steel steamer each month. He was closely identified with the corporation with which he worked, having acquired some of the stock, and had grown up with it, taking cognizance of every advanced stride made in steel ship building. The steamers of the Northern Steamship Company, which are perhaps the best type of ship construction to be found in any country, received the impress of his knowledge and skill, more especially those designed for passenger traffic. In the shipyard he displayed all the qualities necessary to a good general, and when invitations were sent out for friends of the ship-building industry to attend a launch at a certain hour, Mr. Smith was ready for the event to the minute, or, as Longfellow aptly describes it:

Then the master
With a gesture of command,
Waved his hand
And at the word,
Loud and sudden there was heard,
All around them and below,
The sound of hammers, blow on blow,
Knocking away the shores and spurs,
And see! she stirs!
She starts, she moves—she seems to feel
The thrill of life along her keel,
And spurning with her foot the ground
With one exulting, joyous bound
She leaps into the ocean's arms.

Mr. Smith never seemed to have too many men engaged on any one piece of work, but always a large enough force—possessing that rare faculty of organizing his men to advantage while retaining their support and good will. In the work of repairing steel ships he had no superior in any yard, and in this respect he had so gained the confidence of owners and underwriters that they entrusted matters of the greatest importance to his integrity. Energy and

self reliance gained for him the prestige of maintaining any position he assumed in relation to his line of work, even against the opposition of those higher in authority. The esteem in which Mr. Smith was held was testified to by the thousands of all classes who attended his funeral. He was an honored member of the Cambrian Society, which is composed entirely of his own countrymen of Wales. He was a Chapter Mason and a member of the Odd Fellows.

Mr. Smith was united in marriage in 1874 to Miss Margaret Allen, daughter of Capt. Edward Allen, of Amherst Island, one of the Thousand Islands in the St. Lawrence river. The children born of this union are: Alfred G. M., who is engaged in the draughting room of the Globe Ship Building Company; Mary Louise, Allen, John Henry, Jessie Alberta, Samuel Sidney and Chester Arthur. The family residence, surrounded by evidences of culture and comfort, is at No. 525 Franklin avenue, Cleveland, Ohio.

CAPTAIN JOHN PEIL, master of the three-masted schooner *Apprentice Boy*, and the owner of that vessel as well as of other lake property, has sailed on the lakes ever since he came to Chicago in 1867, over thirty-one years ago. It might be said that the Captain was raised on the water. He went before the mast when only thirteen years of age, and his father before him was a seafaring man.

Captain Peil was born in Hanover, Germany, in 1843, the son of Capt. Frederick and Gertrude (Miller) Peil. The father was also a native of Germany, and in his youth went before the mast. Later he became master of an ocean vessel, and sailed for many years. After leaving the sea Captain Frederick Peil entered the service of the German government, and there remained until his death in 1894. His widow still survives. Our subject was reared in his native land, and when thirteen years old shipped on a German line of boats. He sailed from Hamburg and from Bremen for a number of years, then came to New York and for five years sailed from that port. He was in the East India service

for two years, sailing on the coast of China and making all ports. His ocean experiences include service aboard one vessel which was lost in the North Sea.

In 1867 Captain Peil came to Chicago, and since then he has followed the lakes continuously. On the lakes he first shipped aboard the schooner Lookout, then sailed on various vessels in different capacities until in 1875 he became master of the schooner Crawford. Four years later he sailed the schooner Westchester, which he commanded for two seasons, then in 1881 he became master of the schooner Cape Horn, owned at Muskegon. For eight years he sailed this schooner, then in 1889 he purchased from Captain Kirby, of Grand Haven, Mich., the schooner Apprentice Boy, which he has since sailed. Captain Peil is also half-owner of the schooner Julia B. Merrill.

In 1871 he was married at Chicago to Miss Anna Platt, who is a native of Germany. Mrs. Peil has sailed with the Captain for the past sixteen years, and is thoroughly acquainted with the various ports of the Great Lakes. To Captain and Mrs. Peil have been born three sons: Edward (now mate on the Apprentice Boy), John and George. Captain Peil is a prominent member of Covenant Lodge No. 526, F. & A. M., and has been a resident of the Seventh ward of Chicago for the past twenty-six years. He is one of the well-known and prominent vesselmen of that city.

CAPTAIN WILLIAM R. WILLIAMS, whose marine life began in 1851, may be considered as one of the veteran masters now active on shipboard, his remarkable vigor, however, making him seem tireless in the performance of his duties. He is a son of David and Eleanor (Williams) Williams, both natives of Conway, North Wales, where he also was born, on March 12, 1835. They came to the United States in 1845, locating first in Cincinnati, Ohio, remaining in that city but one year, going thence to Waukesha, Wis., where the father purchased a farm. He did not enjoy this new home a great while, as he crossed the dark

river in 1847, his widow surviving until 1891.

At Waukesha and Milwaukee, William acquired a public-school education, attending until he was sixteen years of age, when he shipped before the mast in the schooner Traveler. The next spring he joined the schooner Daniel Newhall with Capt. Charles Lewis, and in the spring of 1854 came out in the D. O. Dickinson, closing in the Milwaukee Belle with the same skipper, and shipped in the same schooner the next season with Capt. Thomas Davis. In 1856 Captain Williams went to New Orleans and shipped in the schooner William Pratt, plying on the Gulf of Mexico between Galveston and New Orleans and Havana; he closed the year in the bark William A. Alden out of New York. Returning to the lakes in 1857, he was appointed mate of the schooner Walrus, closing the season in the Falcon, both commanded by Capt. J. Fitzgerald, and remaining on her until 1861, when he was appointed master of the smart brig Racine, of Racine, and sailed her three seasons. The next vessel of which he became master was the schooner Glenbulah, which he brought out in 1867, and sailed successfully until she was destroyed by the great fire at Chicago, in 1871. He then transferred to the bark St. Lawrence, on which he closed that season. The next year he was appointed master of the bark Parana. In the spring of 1873 Captain Williams entered the employ of R. P. Fitzgerald as master of the schooner Joseph Paige, which he sailed twenty successive seasons, the vessel having changed owners in the meantime. It is unnecessary to say that good business success attended the captain while making this notable record. In 1893 he was appointed master of the schooner M. R. Warner. The next year he went to Yellowstone Park and took command of the steamer Cella. In the spring of 1895 he entered the employ of the Milwaukee Tug Boat Company, as master of the schooner Amboy, and has sailed her four consecutive seasons, thus rounding out forty-seven years of active service as mariner, being master thirty-seven years.

Socially, the Captain is a veteran Royal

Arch Mason, of Wisconsin Chapter No. 7, and a Master Mason, of Wisconsin Lodge No. 13.

In January, 1861, Captain Williams was wedded to Miss Ellen H. Williams, of Milwaukee. The children born to this union are: Mary and Alice, the former being the wife of George Anderson. The Captain has four grandchildren. The family home-stand is at No. 260 Twentieth street, Milwaukee, Wisconsin.

DANIEL F. RICE, now engineer of the fire-boat Geyser, of Chicago, has been a trusted employee of that city for the past fourteen years, and has the respect and confidence of all who knew him. He was born there in 1855, at No. 29 Wolcott (now State) street, and is a son of Patrick and Mary (Sloan) Rice, natives of Ireland. During his boyhood the father crossed the Atlantic, first locating in New York City; but at an early day, prior to his marriage, he came to Chicago, and for several years sailed out of that port. During the Civil war he enlisted, in 1861, in the Mulligan Brigade, and was wounded in the service of his adopted country. He died from the effects of his injuries in 1867; the mother survives, and still makes her home in Chicago.

Daniel F. Rice was reared and educated in his native city, and in early life learned the machinist's trade. He commenced sailing from Chicago, in 1872, on the tug J. L. Higgle, of the Vessel Owners Towing Company, and remained on her for two seasons. For the two following seasons he was engineer of the Bench No. 2; and for a part of the season was on the tug Protection, closing it on the tug Flossie Tilkey, and remaining on her the next season. He was on the tug Ed. L. Anthony and the J. H. Hackley the next season, the latter being still in commission. After serving as engineer on the W. H. Warfe, he held a similar position on the propeller Cuba, of the Commercial line of steamers, sailing out of Buffalo in the grain trade. Later he was engineer of the Colorado for the same company and in the same trade. He again engaged in tugging as engineer on the Robert

Torrent one year; then on the tug Alpha; and later on the firetug William Hallee. Mr. Rice was next with the fire engine company stationed at No. 40 Franklin street, was subsequently transferred to the firetug Chicago, and in 1892 to the fireboat Geyser, where he still remains. Since 1873 he has been an honored and prominent member of M. E. B. A., No. 4, and had held office in the order.

In 1884 Mr. Rice was married in Chicago to Miss Minnie Schnaitman, who was born on Chicago avenue, that city, and well known on the North Side, and they now have an interesting family of five children, Walter, Joe, Florence, Daniel and Beatrice.

GEORGE CAMPBELL, chief engineer of the "Broezel House," Buffalo, was born in that city January 11, 1856, and obtained his education there in the public schools. His father, Hugh Campbell, came to this country from Scotland in about the year 1848, settling in Buffalo, where he married Margaret Redgriff, from Canada. He was at one time an engineer on the lakes in the old steamer Globe.

The subject of this sketch, after leaving school, at about 14 years of age, served his time as machinist at Pratt & Co.'s Rolling Mill under Robert Learmonth, who was at that time master mechanic. In this employ he remained about eight years, and in 1878 he commenced his career upon the lakes as greaser on the steamer Philadelphia, of the Anchor line, which boat was then known as the "flyer of the lakes" in her line. He worked upon this steamer ten years continuously, rising from the position of greaser to that of second engineer in 1881, and from that to chief engineer in 1883, which position he held until 1888. At the expiration of that period he left the lakes to accept employment as chief engineer of the Weyand Brewery, where he remained until 1895. From this time he was variously occupied until he came to the "Broezel House" in March, 1896. Mr. Campbell was a member of the Marine Engineers Beneficial Association about five or six years; he is now a third-degree Mason, Hiram Lodge No. 105.

Our subject was married May 20, 1884, to Mary Ellen Howard, who is American-born and the daughter of Henry Howard, formerly foreman of the Tift Boiler Works. They have two children, Earl G. and Marjory Ellen. Mr. Campbell has enjoyed more than an average degree of success, and is one of the reliable engineers of Buffalo, New York.

FRED B. BARROWS, one of the prominent marine engineers of Duluth, and a descendant of old New England stock, learned the machinist's trade in the employ of the Minnesota Iron Company, at Minneapolis, in which city he also acquired his public-school education. His parents, Daniel and Armenia (Luce) Barrows, removed to that locality in 1857, from Stowe, Vt., where Fred B. was born in 1851. Mr. Barrows is an engineer of unusual attainments, and in addition to his marine work has had a wide experience with the intricate machinery of some of the largest flouring-mills in and about Duluth and Superior. His ancestors came to the American colonies in the year 1636 first locating near Boston, Mass., after some years removing to New Hampshire, where the grandfather raised a family, some of his sons going to Vermont, among whom was Daniel, the father of Fred B. The great-great-grandfather was a staff officer during the Revolutionary war.

The first marine berth that Mr. Barrows held was in 1866, on the steamer St. Anthony Falls, a side-wheeler plying on the upper Minnesota river, between Mankato and St. Paul. On leaving this boat he became engineer in a sawmill, at Hinckley, Minn., on the St. Paul & Duluth railroad, the first mill in that locality, and remained there until the spring of 1880, when he was appointed engineer of the tug Siskiwitt, which berth he retained three years. The Siskiwitt carried the United States mails and supplies to the north shore ports of Lake Superior, and was out in the great storm of September 16, 1881, which registered great loss of life and property. She tried to find refuge at Suckor Bay but could not make that port, and was also compelled to run

by Two Harbors, hence headed for Duluth. When she got opposite the entrance of the harbor the huge combers took her and carried her up onto the south pier where she rolled over on her beams end and dropped back into the canal, but the next sea picked her up; she righted and steamed safely inside without loss of life, the credit attaching to engineer Barrows who stood by the throttle although threatened with instant death, an evidence of presence of mind in a time of peril. He was chief of this boat three seasons, and was then transferred to the tug Eliza Williams, where he remained until July, 1883, when he took charge of the dock machinery of the Ohio Coal Company, in Duluth.

During the seasons of 1884-85 Mr. Barrows was chief engineer of the passenger steamer Isle Royal, plying between Duluth and Port Arthur. This steamer sprung a leak off Isle Royal in July, 1885, and sunk, and the engineer finished the season in the tug Mollie Spencer. The next season he fitted out the steamer R. G. Stewart, but did not go in her, as he took charge of the Ohio Coal Company's machinery on the dock in Duluth, where he remained three years. In 1889 he became chief engineer of the Imperial mills, and two years later was engaged as traveling salesman of the Vacuum Oil Company until November, when he was appointed chief engineer of the tug Keystone, of Ashland, Wis., staying with her two seasons, and after one season in the yacht Nautilus, he accepted engineer's berth in the "Spalding Hotel." In 1896 he entered the employ of the Crane-Ordway Company, dealers in mill supplies, as salesman, and when that concern discontinued business he went to work in the machine shop of the National Iron Works until the next spring, when he ran the tug Tomlinson for Barry Bros., after a short time transferring to the employ of Williams & Co., as engineer of the tug Ella G. Stone, and working in the National Iron Works again that winter. In the spring of 1898 Mr. Barrows was appointed chief engineer of the passenger steamer Bon Voyage, plying between Duluth and Portage Lake, a position he now holds. He has fif-

teen issues of marine engineer's license, but did not keep his numbers up while working ashore. Socially, he is a Master Mason of good report.

Mr. Barrows was united by marriage to Miss Margaret, daughter of Matthew Siefner, of Houghton, Mich. The children born to this union are: Fred E., now second engineer with his father on the steamer Bon Voyage, and who commenced his lake-faring life as fireman on the yacht Nautilus, advanced to the position of second engineer in the steamer Shenandoah, served a season in the tug Zenith, and, in 1897, was engineer of the tug Industry; Frank S., Ella A., Florence M. and Grace M. The family homestead is situated at No. 1128 East Third street, Duluth, Minnesota.

CAPTAIN EDWARD EVANS, master of the steamer City of Fremont, is one of the younger sailors of the Great Lakes, and has served in many subordinate positions, rising steadily by his own ability to the command of a steamer. He has inherited his predilection for the lakes, for his father was for many years one of the well-known mariners of inland seas.

Captain Evans was born in St. Joseph, Mich., July 29, 1859, the son of Henry and Elizabeth Evans. The father was a native of Pembroke-shire, South Wales, born in 1829, and in 1841, when a lad of twelve years, took to the sea. He followed ocean sailing until about 1851, when he came to America. Reaching Buffalo, he sailed out of that port for many years in schooners engaged in the lumber trade between Chicago and Buffalo. About 1866 he quit the lakes and engaged in farming, six miles south of St. Joseph, Mich., where he remained until his death.

Edward Evans was educated in the public schools of St. Joseph. At the age of fourteen he began his career on the lakes, but for several subsequent winters he continued to attend the schools, and, being a great reader, he added greatly to the knowledge which his other meager educational opportunities afforded him. He began his marine experience as second porter on the Corona, of the Goodrich line. He was on the boat

for five seasons serving successively as first porter, watchman and wheelsman. Then, quitting steamers, Mr. Evans went into sailing vessels, and for two years was before the mast on the Lizzie Doak. Then for two years he was second mate of the canal schooner C. A. King, engaged in the iron and grain trade on all the lakes. Then followed one season as second mate of the John Kelderhouse. The next year he was mate of the steamer Favorite, trading in the northern part of Lake Michigan. From her he went as captain of the steambarge Michael Groh, engaged in the lumber trade, remaining two years in that capacity. Captain Evans was then transferred to the steambarge M. C. Neff, owned by the same company, and engaged mainly in the lumber trade from Lake Michigan ports. For eight seasons he sailed the Neff. He next served as captain for a period of two years, in the service of the Wisconsin and Michigan Car Ferry Company, towing a car ferry between South Chicago and Peshtigo or Green Bay. In April, 1898, he took command of the steamer City of Fremont, of the Hurson line, and has sailed that vessel during the past season.

Captain Evans was a charter member of the Chicago branch of the Ship Masters Association, but has since withdrawn his membership. He is a member of the F. & A. M., and of the Independent Order of Foresters of Canada. He was married in 1886 to Miss Johanna Buckley, of Appleton, Wis., and has one child living, Harry. In sailing Captain Evans has had uniform success. He has never in the twenty-five years of his service been once discharged, and he is a careful and judicious master endowed with the reliance that comes from self-help.

ISAAC I. EATON, now chief engineer of the New York Life Building, Chicago, was prominently identified with early marine affairs connected with the Great Lakes, and is widely and favorably known both on land and water. He was born in Charleston, N. Y., in 1829, a son of Isban and Belinda (Hillman) Eaton, who were born, reared and married in the Empire State, and at an early day became residents of

Charleston. They afterward became pioneer settlers of Cleveland, Ohio, where the father followed the carpenter's trade until life's labors were ended. One of his sons became a member of the well-known firm of Eaton & Dean, whose car works were located in Detroit, Michigan, and who died February 12, 1869.

Reared in Cleveland, Isaac I. Eaton learned his trade there, and first sailed out of that port in 1842 on the propeller Oneida, belonging to Pease & Allen, of Cleveland; she was lost on Lake Erie with all on board. He was next oiler on the propeller Potomac for one season; was second engineer on the propeller Cuyahoga in 1854, and in 1859 became chief engineer of her, remaining on that vessel for six seasons and running her one winter between Milwaukee and Grand Haven, Mich. After leaving the Cuyahoga, in 1862, he came to Chicago for Capt. Willie M. Egon, for whom he brought out two tugs, and then took one tug to Buffalo. He fitted up and took the tug Escanaba to Green Bay for the Chicago & Northwestern railroad, and on her engaged in tugging from Green Bay to Escanaba until 1865, when he became engineer of the tug O. B. Green, of Chicago, for one season. In 1866 he was on the propeller Ottawa, belonging to Martin Ryerson, and plying between Chicago, Muskegon and Grand Haven. In company with others, Mr. Eaton built the tug Louie Dale, in Buffalo, and was engineer of her for six years, plying on the Chicago river. In 1871 he was made chief engineer of the Vessel Owners Towing Company, and for four years had charge of all of their boats, which he would fit up when they were brought out. He had charge of the boilers at the old Exposition, of Chicago, for four years, and then was made chief engineer of the building belonging to Martin Ryerson, after which, in 1882, he accepted the position of chief engineer of Central Music Hall, remaining there until entering upon his present duties as chief engineer of the New York Life Building December 1, 1893.

In Berlin, Wis., Mr. Eaton was married in 1859, to Miss Mary Dunham, a native of Cleveland, Ohio, and to them have

been born two children: William H.; and Arthur J., cashier for Parks & Wilkinson Hardware Company, Chicago.

Mr. Eaton was one of the prime movers and assisted in the organization of the Marine Engineers Association in 1867, the first meetings being held at the corner of Kinzie and Wells street, in the Newberry Building. He also belongs to Robert Fulton Lodge No. 28, Stationary Engineers; and Garden City No. 202, Royal Arcanum. He is a prominent Mason, holding membership in Cleveland Lodge No. 211, F. & A. M.; Washington Chapter No. 43, R. A. M.; Chicago Commandery No. 19, K. T.; and Siloam Council; and he is a life member of each with the exception of the Commandery.

CAPTAIN THOMAS C. HERRICK is one of the most prominent steamboat masters on the lakes, and has attained to his present good command by close attention to the business details of the position, and good seamanship. He was born in Toledo, Ohio, February 24, 1848, and is a son of Capt. Calvin and Margaret (Van Fleet) Herrick. He acquired his education as the youths of that day usually did, at the public schools of his native city.

In the spring of 1861 the desire, probably inherited from his father, who will be remembered by the older class of lake masters, to become a sailor and go down to the lakes in a ship developed itself, and he shipped as boy on the new schooner King Sisters, with Captain Dunegan. He transferred his services the following season to the A. Boody, also a new schooner. At the close of the season he entered the employ of M. I. Wilcox, the well-known Toledo shipchandler, and remained some months, but before the close of the season he shipped on the schooner Daniel S. Tilden.

In February, 1864, Captain Herrick, although but sixteen years of age, enlisted in the cause of the patriot against the dissolution of the Union, and served through the hottest period of the war in Battery H, First Ohio Light Artillery. His battery was doing good service in the Army of the

Potomac, and he was with it in all the engagements in which it participated, including that of the Wilderness, Spottsylvania, Cold Harbor, North Anna and the siege of Petersburg, which led up to the surrender of Gen. Lee at Appomattox Court House. After his surrender the battery returned to Alexandria, Va., where it remained until the Grand Review of the victorious armies at Washington. Battery H participated in this triumphal parade, after which it was transported to Cleveland, Ohio, where the men were mustered out of the service June 14, 1865.

Soon after finding himself once more a citizen, Captain Herrick shipped on the schooner *Belle Waldrige*, and during the three years that followed he transferred to schooners *S. G. Hungerford*, *Miami Belle* and *M. L. Collins*, in various capacities. In the spring of 1868 he turned his attention to steamboats and shipped as wheelsman of the propeller *Pacific*, which berth he held one season. The following year he shipped as wheelsman on the propeller *Comet*, plying between Buffalo and Green Bay, retaining that place until the fall of 1871, at which time he accepted a municipal position ashore, which he filled to the satisfaction of all concerned for eight years. In the spring of 1879 his old desire for the sailor's life returned to him in full force, and after two years in different steamers he entered the employ of the Wabash line as wheelsman on the steamer *A. L. Hopkins*, and in the spring of 1882 he was appointed second mate; after holding that berth two seasons he was made mate, which office he held two seasons. He then transferred to the steamer *John C. Gault* as mate, and remained on her five years. In the spring of 1891 he was advanced to the position of master of the steamer *A. L. Hopkins*, and sailed her three seasons. He was then made master of the fine steamer *Russell Sage*, which he sails at the present writing, and at the close of 1898 made up a period of seventeen years with the Wabash line.

Captain Herrick is an ardent member of the Ship Masters Association, and is a charter member of Toledo Lodge No. 9. In

1893 he was honored with the office of vice-president, and on the death of Captain Stoddard, who was president, he succeeded to that office. In 1894 he was elected president of the lodge, and filled the position with good judgment. He carries Pen-nant No. 826. He is also a member of long standing of the Odd Fellows fraternity, and the Imperial Order of Muscovites. He takes great interest in the Grand Army of the Republic, and is attached to Forsyth Post No. 15, in Toledo.

In September, 1894, Captain Herrick was wedded to Miss Etchberger, of Chicago, and the family homestead, at No. 3368 Cherry street, Toledo, is presided over by his charming wife in a most enviable manner.

MANDIUS LARSEN passed the early years of his seafaring life on the North Sea, whereby he contracted a desire for a life on the water. He was born at Stavanger, Norway, October 2, 1859, and is a son of Lars Mikkelsen and Elizabeth (Olson) Larsen, both parents being natives of Norway. His father was a successful fisherman out of the port of Stavanger, and owned his own boats, in which Mandius passed much of his youth, attending school in the winters. As is customary in Norway, when he was seventeen years of age he enlisted in the army and passed two years at the army schools, tutors being employed by the government to teach the young men inclined to acquire an education. At the end of his school term he was appointed corporal in the first company of the third battalion of Stavanger, and served with that rank for three years, at the end of which period he took advantage of his privilege and resigned.

In 1881 Mr. Larsen again took up his life on the ocean, shipping before the mast in the schooner *Langen*. After passing a year on her he joined the schooner *Fingal*, plying on the Baltic Sea, trading between different Russian ports. In 1884 he came to the United States, and passing through New York and Chicago he reached Seneca, Ill., where he spent three years among farmers, during which time he acquired the English language, learning also to read and

write. In the spring of 1887 he came to the lakes and shipped on the steamer Maggie Marshall as fireman, and after four months transferred to the Marshall F. Butters. In 1888 he became fireman on the steamer Omaha, retaining that berth three seasons. Being of an observing and ambitious nature he soon learned the duties necessary to become an engineer; he applied for a license, which was granted, and he was appointed second on the Omaha, remaining in her four seasons. In the spring of 1895 he became second engineer of the Montea-gle, which was followed by another season on the Omaha. In 1897 he was appointed chief engineer of the steamer Monteagle, commanded by Capt. William H. Griffin, still retaining that office.

On November 4, 1890, Mandius Larsen was wedded to Miss Mary Olson, of Frondhjem, Norway. The children born to this union are: Neil, Oscar, Mendell and Louis. The family residence is at No. 312 Madison street, Milwaukee, Wis. Socially, Mr. Larsen is a member of the Marine Engineers Beneficial Association No. 9, of Milwaukee, and of the Scandinavian Beneficial Order.

D. C. TIBBITS, the present chief engineer of the Yale School Building, at the corner of Yale avenue and Seventieth street, Chicago, was born in Coldwater, Branch Co., Mich., in 1847, a son of W. F. and Mary (Olney) Tibbits, the former also a native of Michigan and the latter of New York. The paternal grandfather, Allen Tibbits, was one of the old and honored pioneers of Coldwater. At an early day the father of our subject removed to Vilas, Wis., where he conducted a wood dock and was also engaged in the flour business. He continued to make his home in Wisconsin for many years, but finally removed to Chicago and entered the employ of the Denver & Rio Grande railroad. He died in Denver in 1894, but the death of his wife occurred at Girard, Mich., in 1886.

The boyhood and youth of D. C. Tibbits was passed in Wisconsin, where he attended school, and on leaving home he began sailing upon the lakes, being thus engaged for many years. In 1872 he removed to Chi-

cago, where he has since made his home. In 1867 he commenced sailing out of Chicago in the employ of the Goodrich line, and the same year took out his first license as engineer. For a part of that season he was engineer of the Sea Bird, which was burned off Waukegan, all on board being lost save one. From her he transferred as second engineer to the Comet, and the spring the Sea Bird was burned he was on the Comet, from which he transferred to the Alpena, and later to the Corona, which he fitted out, remaining as her chief engineer for several seasons. He then remained ashore for two or three seasons, and on his return to the lakes entered the employ of the Union line as second engineer. The following season he fitted out the James Fisk, of which he was assistant engineer on one trip, from Buffalo to Chicago, and later he was chief of the propeller Waverly for several seasons. In the employ of the Union line, he was then chief of the Starrucca, which was lost in Lake Superior. Mr. Tibbits then returned to the Waverly as engineer for one season; she belonged to the Vermont Central line. In 1888 he quit the lakes, and became first assistant engineer of the Home Insurance building; was then assistant engineer at the Auditorium; and later chief engineer of the Appraisers Store at the corner of Harrison and Sherman streets; and since then has been chief of the Yale school. Socially he was at one time a member of the old original M. E. B. A. No. 4.

In Grafton, Wis., Mr. Tibbits was married, in 1869, to Miss Henrietta Wooden, a native of that State and a daughter of Timothy Wooden, a pioneer of Wisconsin. One son has been born of this union: George F., now a dentist of Chicago. The family residence is at No. 7430 Stewart avenue, Chicago, Illinois.

HENRY C. TALBOT was born in Lockport, Niagara Co., N. Y., in 1848, where his parents settled in 1845. His father was a clerk in a law office, but, when Henry had attained the proper age, he was put to serve an apprenticeship in a boiler shop with the Holly Manufacturing Company,

where he learned boiler manufacturing. He then learned the machinist's trade at the Vulcan Iron Works at Cleveland with Thomas Manning, and then went as oiler on the steamer Peerless, a large passenger and excursion steamer built for and owned by Leopold & Austian. His next berth was as engineer of the tug O. B. Green, in the Chicago river, later in the steamer Skylark, in the fruit trade, followed by a short service on the steamer Messenger, for Graham & Morton, and the steamer Bessemer, for Leopold & Austian. He worked for Mr. Matthew Thomas for three years in a rolling mill at Sharon, Penn., after which he returned to Cleveland and worked for the Worswick Manufacturing Company. He then went as second engineer of the steamer Havana, and for two years on the Cumberland. In 1885 Mr. Talbot was appointed chief engineer of the J. S. Fay, of the Bradley line, and served two years, followed by one year on the R. P. Ranney, two years service on the City of Cleveland, two years on the Gladstone, and two years on the Alva. He now has supervision of the machinery of the fine new building owned by Mr. Bradley on St. Clair street in Cleveland, and attends to the repair work of the steamers in the winter. The machinery in the Vulcan block, of which he now has special charge, was set up by Mr. Talbot, and also at present time he is chief engineer of the Bradley estate.

Mr. Talbot was united in marriage to Miss Mary Barrett, and two children have been born to them: William Henry and John Henry. Mr. Talbot is an Odd Fellow of the third degree.

JAMES MCGRATH was born in Kingston, Ont., in 1840, and received part of his education in that town. In 1848 the family moved to Cleveland, where James attended the public schools and finished his education. About the age of fourteen he was apprenticed to the machinist's trade in the shops of the Columbus, Cincinnati, Cleveland & Erie Railroad Company, and after serving his term of apprenticeship he worked as journeyman in that and other shops.

In 1863 he started on the lakes as assistant engineer on the steamer Northern Light, owned by Hanna, Garretson & Co., and served in various steamers as second and as chief engineer up to 1869. In 1869 Mr. McGrath gave up sailing and was employed by the Lake Shore & Michigan Southern Railroad Company as machinist and engineer up to 1883. During his service with this company, in 1874-75, he was elected to the city council, where he served two years under the administration of Mayors Otis and Payne. In 1883 he was appointed superintendent of the city bridges, having charge of all their mechanism, and in 1886 was appointed United States local inspector of boilers for the district of Cleveland, a position in the steamboat inspection service which he has filled ever since.

In 1862 Mr. McGrath married Miss Catherine Lennox, of Cleveland, by whom he has eight children—six daughters and two sons—the elder of whom, Jennie and Frankie, are now married, and the younger children are finishing their education. Mr. McGrath resides with his family at No. 118 Sibley street, Cleveland, Ohio.

AARON A. PARKER. Probably the most extensive manager of vessel property in Detroit is Aaron A. Parker, of the firm of Parker & Millen. At the elections held by the various Detroit companies in 1898, he was voted in to the following positions: treasurer and manager of the Buffalo & Duluth Transportation Co., propeller B. W. Blanchard carrying package freight between Toledo and Buffalo; secretary and general manager of the State Transit Company, propeller John Pridgeon, Jr., operating in the "Soo" line; president and general manager of the Peninsular Transit Company, propeller John Oades, carrying freight between Lake Superior and Lake Erie ports; secretary and general manager of the Swain Wrecking Company, wrecker Favorite and wrecking outfit; president and general manager of the Parker Transportation Company, schooners Red Wing and San Diego; president of the Red Star line, steamer Greyhound; president of the White Star line, steamer City of Toledo; secretary and man-

ager of the Pridgeon Transit Company, steamer A. A. Parker and barge W. B. Parker, carrying coarse freight; president and manager of Isaac Watt Wrecking Company, tug Saginaw; treasurer Tashmoo Park Company; secretary Star Dockage and Warehouse Co., Limited.

Mr. Parker's success in life is one of many instances seen in America of what energy and enterprise accompanied with a well-directed effort will accomplish. Born on a farm in the little town of Hamburg, N. Y., near Buffalo, he remained at home long enough to acquire a fair education, and at the age of seventeen started for the oil fields of Pennsylvania which were then attracting so much attention. In company with five others, two young and three elderly men, a claim was bought and a drill set at work. They struck oil July 7, 1861, and in 1864 young Parker's income was \$170.00 per day. He sold his interest in one well for \$20,000 and put the money in the bank, although not yet of age. During the six years he remained in the oil country he made about \$60,000, but during the latter part of his stay his investments were not profitable, and taking what money he had left he came to Detroit in 1867. Here he went into business with Byron Whitaker and made his first investment in vessel property, buying the brig Concord and the schooner Courtland. These vessels were operated for three or four years, and the firm also did a general forwarding business. During this time they built a mill for cutting hardwood lumber near Connor's Creek, and later when one of the vessels was lost, Mr. Whitaker took the remaining one, Mr. Parker the mill, and they separated. He ran the mill for about four years and then sold it, engaging in the handling of Connellsville coke.

In 1876 Mr. Parker went into the vessel business again, this time to stay, where he associated his brother, Byron W. Parker, who took an equal interest in all business enterprises. They bought the old schooner Eagle Wing, and later on the schooner Columbia, a larger and better vessel. Later on two other schooners were added, and in 1880 he bought the steamer Annie Smith, to tow his schooners, which were engaged

in the ore, grain and coal trade; all these purchases were made possible by John Pridgeon, who loaned them large sums of money and who was ever ready to stand back of them in any enterprise. In the same year they formed a partnership with Capt. James W. Millen, under the firm name of Parker & Millen, insurance and vessel agents. Since that time they have been part owners of the Minneapolis, the B. W. Blanchard, the B. W. Parker and the A. A. Parker, besides owning stock in several other vessels.

DAVID CHURCOTT was born in Algonac, Mich., in the year 1852, and was brought up in his native city. He first went on the lakes as fireman on the Sea Gull, remaining one season, and for twelve seasons following he was on many different boats as fireman. He secured engineer's papers ten years ago at Bay City, Mich., and during his first season as engineer ran the Detroit tug Quickstep. The following three seasons he was chief engineer of the tug Challenge, owned by Beaubien. He was next chief of the tug Dave and Mose for two seasons, and then ran the Marion Teller two seasons for Beaubien. He was then employed by the Breymann Tug and Dredge Company, and ran the Shelby and Dexter that season. During the season of 1896 Mr. Churcott was engineer of the tug Grace A. Ruelle, and also ran the steamyacht Ida M. for a short time.

Mr. Churcott is well known among the Detroit tug men on account of his long connection in their business. He is married, and has five children living: Emily, Etta, Annie, David Elmer and Eddie.

CHARLES H. WILCOX, one of the most prominent marine engineers of Milwaukee, and who has sailed the lakes for thirty-two years in different capacities, was born in Buffalo, N. Y., September 8, 1851, a son of Don C. and Nancy (Ramsey) Wilcox, who were natives of New York State.

The father was one of the most efficient stewards during the days of the elegant passenger steamers Western World, Plymouth Rock, and St. Lawrence, and officiated in that capacity on those steamers and on

many others. He went to Milwaukee about 1861 as steward on the old side-wheel steamer Milwaukee, then plying in connection with the Detroit and Milwaukee Railroad Company. He was also a trusted express messenger on the Buffalo & Erie, Cleveland & Erie, and Philadelphia & Erie railroads, and traveled many a time by a stage before railroads were built. He was killed in a railroad accident.

Charles H. Wilcox attended the old No. 14 School at Buffalo, until thirteen years of age, when he shipped as cabin boy on the steamer Winona, then plying in connection with the New York Central railroad, retaining that berth two seasons. His next berth as cabin boy was on the steamer Sheboygan, of the Goodrich line, when she came out in 1869. He then entered the employ of the Ingleman Transportation Company as fireman on the steamer Messenger, after which he transferred to the Ironsides, and was with her when she was wrecked, and twenty-three lives lost; out of the engineer's crew of eight Mr. Wilcox, oiler, George Cowan, first engineer, and one fireman were all that were saved. After the loss of the Ironsides, he shipped on the propeller Bertchy as oiler, and was with her when she went on North Point, near Milwaukee. After receiving his first license as engineer, he was appointed second engineer on the steamer Manistee, plying between Duluth and Marquette, which berth he held for two seasons. It was on this boat that he had previously filled the position of oiler, and was on her when she was locked in the ice in Lake Michigan for sixty-four days, and suffered severely from the extreme cold, and from lack of food. He was on the side-wheel steamer City of Toledo when she went on the beach at Manistee. He then went to Milwaukee and engaged in tugging out of that port, first with the Independent Tug line as engineer of the F. C. Maxon for two seasons, followed by four seasons on the tug Hagerman, of the Milwaukee Tug Boat Company, and in 1881 he brought out new the tug W. H. Wolf, running her five seasons in Chicago harbor, after which he again engineered the tug Hagerman three seasons.

In the spring of 1889 Mr. Wilcox was appointed chief engineer of the Goodrich steamer Menominee. That winter he entered the employ of the Flint & Pere Marquette Railroad Company as chief engineer of the F. & P. M. No. 2, and remained with that company until September, 1895, during which time he was chief of No. 2, and No. 5, respectively. The next year he was appointed chief engineer of the Ann Arbor car ferry steamer No. 2, plying between Frankfort, Menominee, Kewaunee and Gladstone, on which he remained until February, 1896, when he was appointed chief engineer of the steamer Frank L. Vance, remaining on her two seasons. In the spring of 1898 Mr. Wilcox was appointed chief of the steamer Fred Pabst, holding that office until he received the appointment he now holds, that of chief engineer of elevator E, owned by the Milwaukee Elevator Company.

He is the holder of twenty-six issues of licenses, including that of 1898. His residence is at No. 991 Orchard street, Milwaukee, Wisconsin.

CAPTAIN ROBERT H. SUNDERLAND, of Detroit, was born in Anderdon township, Essex county, Canada, in the year 1854, and lived with his parents on a farm, assisting with the work, and going to school whenever the opportunity afforded, till he was seventeen years of age, when he started out in life for himself as a sailor, beginning as deckhand on the barge Colorado, since which time sailing has been his chief occupation; he, in the meantime, when not otherwise employed, attended business college during the winter months.

His second season was put in on the Keweenaw, and the third was wheeling on the tug Balize. The fourth season of his sailing he shipped as wheelsman on the tug M. F. Merrick, and remained on her in that capacity for the succeeding five seasons, and the sixth served as mate on the same boat, leaving her to take the same position on the tug Vulcan, on which he remained four seasons. In the year 1880 he assisted in the rescue of the passengers and crew of the burning steamer Marine City on Lake

Huron, for which act he was presented with an elegant gold watch and chain, by E. W. Voight, and a valuable gold medal by the Merchants and Manufacturers Exchange, and other citizens of Detroit.

In 1881 the Captain was placed in command of the tug Erie Belle, and later on a like honor was conferred upon him in the charge of the tug Kate William, since which time he has commanded the following named steamers: Isaac May, W. R. Stafford, and the Keystone; he also had the schooner S. V. R. Watson under his charge. During the fall of 1896 he was placed in command of the steamer D. C. Whitney, and officiated in the same capacity on her during the season of 1897.

In 1881, the Captain married and took up his residence at 718 Fort street, East Detroit, where he has since lived. They were the parents of two children, who died from diphtheria, at the age of five and three years respectively.

JOSEPH FRAWLEY was born in Buffalo, N. Y., April 27, 1856. His first employment was as rivet-heater in the Shepard Iron Works, in his native city. Preferring the freer life of a sailor, however, he shipped on the schooner Frank Perew in July, 1871, with Capt. Charles Gale, of Sonora, Ontario. Alternating between steam and sailing craft on the lakes until 1878, he sailed in that year for the west coast of Africa on the bark Fantee, returning to Buffalo nineteen months afterward, and serving in the fire department of the city during the years of 1881-82-83. From 1884 to 1890 Mr. Frawley was successively wheelsman, second mate and mate of the boats of the Western Steamship Company and first mate on the Owego. In 1894 he was made captain of the New York, but returned as first mate of the Owego in 1896, and in same year went as master of the H. J. Jewett.

Shipwreck for him occurred but twice in his career—once when the schooner Chamberlain was blown ashore two miles east of Cleveland piers, December 1, 1874, and again while he was mate of the Buffalo at the time she went ashore at Milwaukee in

1889. On this occasion he went ashore in the breeches-buoy to carry the report to the company's agent.

In 1890 Mr. Frawley was married to Miss Mary Carroll, of Buffalo, and their home is blessed with two bright children: Alice and Joseph. The family residence is at No. 382 Perry street, Buffalo, New York.

CAPTAIN ISAAC GUILBERT BAIN, son of William and Mary Ann (Guilbert) Bain, was born in County Wicklow, Vale of Avoca, Ireland, November 20, 1850, and like the majority of boys of those times received very little education, in fact only as much as he could pick up while at work.

Captain Bain began sailing at the age of thirteen, as boy on the steamer Windsor, from Dublin to Liverpool, serving on her a period of about three months. He subsequently went on the steamer Denmark, of the National line, as boy, and afterward as ordinary seaman, leaving her in New York, in 1866, and going to Buffalo; taking to the lakes he shipped as second cook on the Ella Bradbury, and then on the Philadelphia, in 1868, with Capt. Lyman Hunt, where he remained three years, as lookout, then as watchman and wheelsman. After leaving the Philadelphia he went on the propeller Sun with Le Hunt as master, and then on the Idaho, as wheelsman. In 1873 he sailed as wheelsman on the Dean Richmond, which had just been rebuilt, and after two trips was made second mate of her. Afterward he was mate on the Araxes two seasons, and second mate of the Commodore about four months, or until the Chicago was brought out, when he was transferred, and finished that season, as well as the next, on her. He then went into the Commercial line of steamers, and was mate on the Scotia and Russia for seven years, until the line went into the hands of a receiver, when he was appointed custodian, at their old docks in Buffalo, retaining that position a year. At that time he went to the Lackawanna line, with which he has been engaged the past twelve or thirteen years, as mate on the Colorado, Grand Traverse, Journeyman, Elmira, Miami, Scranton, Russia, Lackawanna, Arthur Orr and master of the Newburg,

Russia, Barnum and others for several trips. Captain Bain has been rather lucky, never during his career having been in any wreck of any consequence, and through his determined, although jovial, ways made many friends since sailing.

In May, 1872, Captain Bain was married to Miss Margaret Stoddart, of Kingston, Ont., and six children have blessed their union, two of whom, Sadie, aged seventeen, and Isaac D., thirteen, are (1898) living. Socially, Captain Bain is a member of Erie Lodge, F. & A. M., and of the Shipmasters and Pilots Association, Local Harbor No. 41. He was also a charter member of the Lake Pilots Aid Association, remaining with same until it was disbanded. The family residence is at No. 186 Miami street, Buffalo, New York.

CAPTAIN FREDERICK W. GREEN (deceased) was born in the State of Minnesota, in 1858. His father was Capt. Charles H. Green, who sailed on salt water twenty-eight years and commanded many vessels. His maternal grandfather, Capt. Walter Joss, was also a seafaring man. He sailed ocean ships, and his sons were all sailors, and his daughters married sailors. Our subject's father was born at Frankfort-on-the-Main, Germany, in 1828, and is now living in retirement at Duluth, Minn. His father died in Carthage, Spain, and is buried there. Both served through the Crimean war in the British navy.

Capt. Fred. W. Green commenced sailing on the lakes in 1871. Previous to that time he had made two voyages with his father in the full-rigged ship *Clutha*, and the brig *Lady Cecilia*, visiting the greater part of Europe and spending about two years away from home. The first vessel he sailed in was the propeller *Arctic*, on which he went as porter. The next season he was with the propeller *Norman*, and he remained with this line for seven years. Then he was with the *Joseph L. Hurd* and the *Manistee* for five years, at the end of this period securing master's papers and sailing the tug *Amethyst* at Duluth the following season. He commanded the tug *Rambler* at Duluth one season, and then the tug *Nellie Cotton*

for two seasons. He sailed the propeller *Hunter* three seasons, the tug *T. H. Camp* one season, the passenger steamers *S. B. Barker* and *Ossifrage*, one year each. He was master of the propeller *Isle Royale*, the barge *H. Morrison*, and the tug *Vernon*, in turn, after which he entered the employ of the American Steam Barge Company. He was mate of the steamer *Colgate Hoyt* and *A. D. Thompson*, and then master of the whaleback tow barges Nos. 126 and 129. On October 19, 1897, at Ashland, Wis., Captain Green was killed on barge No. 129, and his remains rest in Monroe street cemetery, Cleveland, Ohio.

In 1881 Captain Green married Miss Ellen Haugen, of Duluth. Their children are Clifford Marr, Fred W., Jr., Ellen Watson, Harriet and Stanley. The Captain was a member of the K. O. T. M. and of the I. O. O. F. of Duluth. The family reside at 1975 Lorain street, Cleveland, Ohio.

CAPTAIN DANIEL H. STALKER was born at St. Mary's, Ontario, in 1843, and was a follower of the water, shipping before the mast in 1860, and for several seasons sailed on various vessels until 1871, in which year he became mate of the schooner *J. H. Hartzell*, with Captain Draper. In 1872 he was appointed mate of the *George W. Holt*, and in 1873 joined the *William Raynor* as mate, on which vessel he remained two seasons; and in 1875 and 1876 he shipped as mate on the schooner *Atmosphere*.

In 1877 Captain Stalker took out papers as master, and sailed the *Harvey H. Bissell* two seasons, then going in 1879 in a like office on the schooner *William Shupe*, remaining with her three seasons, and then took command of the schooner *M. W. Page*, which boat he sailed eight years. Leaving her in the fall of 1890 he became master of the schooner *Charles Foster* in 1891, remaining with her three years, and in 1894 was appointed master of the large schooner *Golden Age*, owned by Valentine Fries, of Milan, Ohio. During Captain Stalker's long career as master of vessels he has been unusually fortunate, and has never "fetched up on the bottom."

In 1880 Captain Stalker was married to Miss Annie Hamilton, of Marquette, Mich., and he owns a farm at De Pere, Wis., where they reside. Socially, he is a member of the Masonic fraternity, being a Knight Templar, and a member of St. Bernard Commandery, Chicago, Illinois.

CAPTAIN EZRA H. DAVIS is the youngest son of Calvin and Jane (Snell) Davis, and was born at Painesville, Ohio, in November, 1848. He acquired his education in the public schools of his native town, and after his parents removed to Marine City went to work in the shipyard of R. Holland, where he remained one summer, going to school in the winter.

While he has not had the experience of ocean sailing that fell to the lot of his elder brother, Capt. W. H. Davis, his career on the lakes has been remarkably successful. In the spring of 1864 he shipped on the schooner General Winfield Scott, and remained until June of the next year, when he joined the schooner Harriet Ross, closing the season on her. In 1866 he joined the schooner Tartar, going before the mast. His next boat was the scow Wake Up, on which he made one trip, when she sunk at Black River, Ohio, after which he shipped on other vessels until late in the season, when he was appointed mate of the schooner Wanderer, trading on Lake Ontario. In the season of 1868 he sailed as second mate on the barkentine City of Painesville. The next season he shipped before the mast on the schooner Dan Hayes, trading between Lake Michigan ports, and before leaving her was advanced to the berth of second mate, and closed the season as mate, and the next year took her out as master. In 1871 he was in command of the schooner George L. Seavers, and sailed her until June. In the meantime his crew were all taken down with fever, leaving no one to work the ship but himself and a boy; during this time he collided with the schooner M. I. Wilcox, which resulted in the dismantling of both vessels. He then joined the bark Raleigh as second mate. The next season he was made mate of the schooner Charley Crawford.

In the spring of 1873 Captain Davis turned his attention to steamboating, and was appointed mate of the steamer McDonald, trading to the Georgian ports. He then sailed as mate of the steamer Chauncy Whiting, working in the shipyard during the winter months. In the spring of 1878 he was appointed master of the schooner T. D. Skinner, sailing her three years. His next command was the H. F. Church, which he sailed one season, followed by a season as master of the O. J. Hale. He sailed the schooner A. C. Maxwell during the season of 1883, and part of the next year, when he went as mate with Capt. W. H. Davis on the S. J. Tilden. In the spring of 1885 he sailed as mate of the steamer Cumberland; 1886 mate on the steamer Glasgow, and in 1887 mate of the steamer Ogemaw. He then took command of the steamer Pawnee, and sailed her eight consecutive seasons, transferring to the steamer Britannic as master in 1896, and holding that office for sometime.

While ashore Captain Davis devotes much of his time to the fraternal societies of which he is a member. He carries Pennant No. 121 in the Ship Masters Association; he is a Noble of the Mystic Shrine; a Knight Templar Mason; a member of the honorable Order of Odd Fellows, and a Knight of the Maccabees.

ALICK J. STALEY, who is one of the most prominent marine engineers shipping out of Milwaukee, was born on South Manitou island, Michigan, in 1857. He is a son of John and Margaret Staley, and a brother of John J., who is chief engineer of the steamer City of London. His parents located in Milwaukee in the pioneer days of 1842, where they acquired some real estate.

Alick Staley, the subject of this sketch, attended school in Milwaukee until he reached the age of sixteen years. He then went as an apprentice to learn the machinist's trade, and after having thoroughly mastered the business in all its mechanical branches, he resolved to enter on a marine life. Therefore, in the spring of 1873, he shipped on the wrecking tug Leviathan,

hailing from Milwaukee, remaining on her four years, when, in the spring of 1877, he joined the tug *Welcome*. In the spring of 1878 he entered the employ of the D. & M. line, going on the passenger steamer *Amazon*, which plied between Milwaukee and Grand Haven, retaining that berth two years, and in the spring of 1880 took out engineer's license, and was appointed first assistant of the steamer *Amazon*.

The next two years Mr. Staley sailed as first assistant engineer on the steamer *Balentine*, and during the season of 1883 was serving in the same capacity on the steamer *City of Ludington*. In the spring of 1884 he was appointed chief engineer of the steamer *G. C. Markham*, holding that berth three seasons, and in 1887 accepted the same position on the steamer *Josephine*. His next berth was on the steamer *Omaha* as chief engineer, which he held nine years, when in the spring of 1896 he was selected to perform the same duties on the fine steamer *Pueblo*, which position he held for some time. He has seventeen issues of marine engineer's licenses, and socially affiliates with the Marine Engineers Beneficial Association at Milwaukee.

In 1888 Mr. Staley was united in marriage to Miss Lena Siphers, of Sheboygan, Wis. The family residence is located at South Milwaukee, Wisconsin.

EDWARD J. GORIE was born in Cleveland, Ohio, June 4, 1858, and received his early education in St. Mary's school, which he attended until he was twelve years of age, after that going to work in Pollock's bakery and attending night school in the meantime.

In 1870 Mr. Gorie commenced his marine life, firing on the tugs *Shoo Fly*, *Maggie Sanburn* and *Old Jack*. In 1877 he took out his first papers and engineered the tugs *Shoo Fly* and *Maggie Sanburn*, being transferred thence to the night boats, *L. P. Smith*, *James Amadeus*, *Fannie Tuttle* and *Peter Smith*. The following season he shipped as engineer on the tug *Old Jack*, following this with a trip to Milwaukee as second engineer on the tug *H. M. Martin*, remaining but a short time at that port.

After a brief stay in Cleveland he went to Chicago and shipped on the tug *Union*, and was then on the *Belle Chase* one season, after which he became engineer on the *E. P. Ferry*, of the V. O. T. Co. For four months following he was engineer of the *Viva*, from her going to the steam canal boat *Welcome*, operating on the Illinois canal, with a cargo of flour for Merton Bros. He was also on the steam canal boat *Montauk*. Then followed service on the tugs *F. H. Stanwood* and *J. H. Hackley*. The following season he stopped ashore, afterward working for the Illinois Sand and Gravel Company. He next engineered the tug *G. W. Campbell*, whose machinery, when burned, went into the tug *Admiral*. His next berth in Chicago was as engineer on the tug *Martin*.

In 1890 Mr. Gorie returned to Cleveland and shipped as engineer on the tugs *Maggie Sanburn* and *L. P. Smith*, closing the season thus. In 1891 he came out on the tug *L. P. Smith*, and after laying her up went on the winter boat *S. S. Stone*. In 1892 he shipped on the tug *Tempest*, where he remained until June, 1893. In 1894 he engineered the tug *W. S. Cushing*, and completed the season on the *Tempest*. In 1895 he was on the tug *W. D. Cushing* till November, finishing the season on the *Harris*, then he engineered the tug *W. D. Cushing* during the entire season of 1896, also laying her up. During the season of 1897 he again entered the employ of the V. O. T. Co. on the tug *Harris*, and in the spring of 1898 served the same company on the tug *H. L. Chamberlin*, when, on the 26th of August, 1898, while still on this boat, he caught his hand in the engine, lacerating it so badly that it was necessary to put in thirty-one stitches. This laid him by for the rest of the season.

In 1890 Mr. Gorie was united in marriage to Miss Alice Gorie, and they have three children: Myrtle Gertrude, Carl Edward and Esther E.

CAPTAIN GEORGE E. MERRITT has since his eleventh year spent his life on the Great Lakes, and during this time has obtained an experience which causes him to be held

in high repute among those of the marine calling. He is a son of Stephen and Mary (Sawyer) Merritt, who died in 1856 and 1855, respectively. Stephen Merritt, who was a ship carpenter by trade, was born in Oswego, N. Y., and lived at that place the greater part of his life.

Captain Merritt was born in Cleveland, Ohio, March 17, 1844, on the west side of the river, in what was known as Ohio City. At the age of five years he went to Buffalo with his parents, and after a residence of two years at that place came to Detroit, where he has since lived. He began his marine life by going on the tug A. S. Fields, upon which he served one season as cabin boy, and then served on tugs in the Detroit and St. Clair rivers, and gradually passed through the stages of advancement, becoming lookout, wheelsman and mate. During this time he also served on the schooner Colonel Cook and brig C. P. Williams. In 1864 he entered the United States army, serving in Company F, First Battalion of the Eleventh United States Infantry, and also in the First Brigade, Second Division, Fifth Corps of the Army of the Potomac, remaining in service until the end of the war; and he remained until 1867 in the regular service. On August 18, 1864, at the battle of Weldon Railroad, he was wounded, but after careful nursing in a Philadelphia hospital was restored to his accustomed vigor. Upon his return to the lakes Captain Merritt acted as lookout and wheelsman on the tug Samson for four years, from this boat going onto the R. J. Hackett and Forest City for five seasons as mate. Finally, in 1881, he became mate of the Inter Ocean, serving for four years, then was made master of her, serving as such for eight years. He then spent part of a season on the Escanaba, and in 1889 he brought out the Parks Foster, upon which he has since remained.

In July, 1868, the Captain was married to Miss Laura Lovely, of Detroit. In social life he stands prominent, being a member of the F. & A. M., Union Lodge, Peninsular Chapter, and Monroe Council; and of the Ship Masters Association No. 7, of Detroit.

THOMAS J. KELLY appeared on the stage of life in 1862, at Kingston, Ont. His father, William F. Kelly, sailed on the Mississippi river during the war of the Rebellion, and after that on the Royal Mail line of steamers until his death in 1873, from the effects of exposure in a wreck the previous fall. The mother, formerly Miss Mary Cullen, is still living.

Thomas J. Kelly commenced sailing in 1880, on the steamer Nebraska, but was soon offered more pay to aid the tug Gen. Burnside. Her fire hole having no ventilators, it was so hot there that no man could stay in her more than a few minutes without having to go on deck for a breath of air. Mr. Kelly was not charmed with the life of the three next years, employed in locomotive works, so in 1884, having concluded to try the lakes again, he went out as oiler on the steamer Winslow, of the Anchor line. In 1885 he shipped as engineer on the tug Betsy, but in the fall went as second on the Porter Chamberlin. In 1886 he went on the F. E. Spinner as second engineer, and during the seasons of 1887 and 1888 he served in the same capacity on the Jesse Farwell. During the next season he was made chief engineer of the Spinner, and held that position until the close of 1892. Later that fall he had rather an exciting experience. He overhauled the steamer Oneida, disabled by the blowing out of a cylinder head, and concluded to pick her up. But it was a difficult task, as the Spinner had two barges in tow, and it was snowing and blowing very hard; the task was accomplished, however, after a considerable time, much to the relief of all concerned. In 1893 Mr. Kelly was chosen one of four mechanical foremen of the machinery hall at the Columbian Exposition in Chicago, and remained in that position until February, 1894, when everything was removed, and he then went to the Michigan Central car ferry Transfer for the balance of the winter. In the following summer he took charge of the engine and machinery of the barge Banner Laundry, in Detroit, which position he still holds.

Mr. Kelly was married in 1897 to Miss Anna Smith, of Detroit, and they have one



Thos. J. Kelly

son, Francis, born in July, 1898, on the day on which the naval battle at Santiago was fought.

CAPTAIN W. H. LARRABEE is a ship master who commenced sailing when very young, but eleven years having passed over his head. He was born in Colchester, Canada West (now Ontario), January 17, 1848. He is the son of Peter and Susan (Wright) Larrabee, and was brought to the United States when four months old. They located near Trenton, Wayne Co., Mich., where the lad grew up and attended the district schools until he was eleven years old, and still continued his studies during the winter months for some years after he commenced sailing. The Captain's paternal grandparents were originally residents of New York State, and his father was born on Walpole island, and his mother in New York.

In the spring of 1859 he went as cook on the scow Find Out, a craft with one spar, used in carrying wood on the Detroit river, and a boat not considered a monster even in those days of limited tonnage. The next season he shipped before the mast on the scow Joe Gates, followed by two seasons on the scow Annie, engaged in the lumber trade between Ecorse and Toledo. During his life before the mast Captain Larrabee shipped on many vessels, as do most of the up-to-date sailors. He sailed on the scows William Bartley, and Storm, with Capt. Nelson Little, the schooners Columbia, Forwarder, H. B. Steel, joining the Forwarder a second time as mate, then went on the Topsey, with Capt. Dan Sinclair, also was on the Lincoln Dall, and the Selkirk, with Captain Banford, going as second mate the second season, after which he connected himself with the schooner Evaline Bates, and was with her the year the ore docks at Marquette were destroyed by fire, and when she carried the first cargo of ore consigned to Charlotte, New York. He was second mate of the brig Waverly two seasons, which was dismasted the last fall he was on her, after which she was cut down and converted into a tow barge.

In the spring of 1870 Captain Larrabee

was appointed mate of the schooner Alva Bradley. The next spring he shipped as wheelsman on the new steamer J. S. Fay, closing the season on her as second mate, and in 1872 was appointed mate of the Lady Franklin. The next year he was made master of the towbarge Clifton, and sailed her two seasons. She sprung a leak and foundered in September, about fifteen miles below Point Pelee, while in tow of the steamer Henry Howard. The Captain then desiring to command a vessel of his own, purchased the scow Senator, and sailed her five years, doing fairly well with her. In the meantime he formed a partnership with a friend, investing much of the money he had earned with his scow in manufacturing a new carriage gear. At the end of four years the Captain dissolved this partnership, asserting that it was out of his line of business, and returned to the lakes as mate of the steamer Ira Chaffee. He then shipped as wheelsman on the Bulgaria, closing the season as second mate; later on was second mate of the steamer Henry Chisholm; mate with Captain Gaines on the steamer A. Folsom; mate of the steamer Osceola, in the package trade between Duluth and Port Huron; master of the schooner Swallow, which was lost on Sleeping Bear Point while in tow of the tug John Martin. In the spring of 1890 he was appointed master of the steamer Empire, and the spring following was in charge of the steamer Linden as master, and laid her up at the close of navigation.

The Captain is a lover of a good horse, and usually has one, which he enjoys caring for and driving during the winter months. Socially he is a Master Mason, a member of the Order of the Maccabees and of the Ship Masters Association, holding Pennant No. 911.

On April 25, 1872, Captain Larrabee was united in marriage to Miss Emma C., daughter of Martin A. and Nancy C. (Hilliker) Wood. Two children were born to this union, Melvin A., and Maud E., who passed to the better land in 1887. Some years ago the Captain purchased a plot of land, comprising five acres, on Twenty-fourth street, Port Huron, Mich., upon

which he erected a homestead, where the family now resides.

WILLIAM F. DEMPSEY was born in Cleveland, Ohio, in 1851, and is one of five brothers, all of whom were marine engineers and machinists, the father being also a marine and locomotive engineer and machinist of superior ability.

The subject of this sketch attended a private school until he was about sixteen years of age, when he went as oiler on the steamer Northern Light. He afterward shipped on the steamer Messenger, plying between Cleveland and the islands. He then went as second engineer on the barge Vienna; later going as chief on the tug Champion, then on the Oswego, P. L. Johnson, and Hickox; and worked in the machine shops off and on during the winter. He served an apprenticeship of seven years in the Lake Shore boiler and machine shops, and was with the Cleveland Ship Building Company, after which he took a position in the Brush Electric Light Works, in order that he might obtain a knowledge of the working of an electric plant. In 1887 he engineered the Annie L. Craig, plying between Buffalo and Duluth, and it was at this time that he noted the fact that the towns of Eagle Harbor, Eagle River and Copper Harbor were almost depopulated by the great number of emigrants landing at these places and sent there by a European agent to take the place of the natives working in the mines, the boats on this line carrying from ten to thirty every trip.

At the time of his first trip to Duluth, that city of great possibilities, at the head of Lake Superior, contained no hotels, and stumps were standing in the middle of what were supposed to be streets. After some time spent in this service, he went tugging on the Amadeus and Tuttle out of Cleveland harbor. Shortly after he received his appointment to the fireboat J. L. Weatherly, as assistant, then to the Cleveland as chief, serving on her until she was laid up for some alterations; then he took charge of the machinery of the John H. Farley and brought her out new. When the Cleveland was again ready for duty he was

transferred to her, where he has been ever since. Mr. Dempsey has been in service on the fireboats ten years and has given good satisfaction. He has been the means of saving the lives of several persons from drowning in the river, also from being crushed under the wheels of railroad cars.

On June 2, 1880, Mr. Dempsey was united in marriage to Miss Lucy A. Walker, of Cleveland, and nine children have been born to them: Mary Frances, Lucy Adelaide, Veronica Marie, Frank Leo, Joseph Richard, Sarah Helen, William Ignatius, Jr., Edward James and Eugene Vincent.

CAPTAIN F. A. GOODELL, of Cleveland, is a native of the Buckeye State, having been born at Vermilion, February 18, 1854. Two months later the family removed to what was then the Territory of Washington, there living until he reached the age of twelve years, when they returned to Vermilion.

Captain Goodell attended school at Vermilion for five years, at the end of that time going on the Michael Groh as deck-hand, becoming watchman and wheelsman the same year. He then went before the mast on the schooner Winona, with Captain Brown, and, leaving in October, escaped a wreck which befell the boat on its next trip. The following season he spent on the J. S. Fay as watchman, and the years closely succeeding in the S. L. Mather, Mary Jarecki, Samson, Annie Smith, V. Swain, F. A. Morse, S. B. Conklin and Henry Fitzhugh. For one season after this he was engaged in the fish business at Vermilion, but the following year he returned to the water and sailed as mate of the P. S. Marsh. He now became master, and was given command of the Florida, which boat was lost at Marquette Harbor, one man also being lost. He has since sailed the P. S. Marsh, the W. S. Crowthwaite, Oregon, H. D. Alverson, and, in 1896 and 1897 the Columbia, and in 1898, steamer R. E. Schuck.

On November 30, 1880, Captain Goode was married to Miss Amelia Hinton, of Vermilion, Ohio. They have five children:

Marion P., William B., Fred C., Edna M. and Hattie B., all of whom are in school but the youngest.

William B. Goodell, the father of Captain Goodell, was born in Hamilton, Ontario. He spent the greater part of his life on the water, being in the employ of Bradley and Minch, of Cleveland, in 1854. He had left the lakes, however, at the time of his death, which occurred December 16, 1864. He had been appointed deputy collector at Port Angelus, Wash., and served in that position only one week when he was drowned in a flood.

CAPTAIN A. J. BROWN, one of the early and prominent lake captains and vessel owners of Chicago, was born in Aberdeen, Scotland, a son of George and Isabella (Hair) Brown, the former a native of Aberdeen, the latter of Glasgow, Scotland. The father, who was a manufacturer of brass goods, came to the United States and located in New York City, where his death occurred; the mother passed away at Liverpool, England.

Choosing a sea-faring life, Captain Brown went before the mast from Liverpool, and for some time sailed on salt water. At the age of sixteen he came to New York, and in 1849 took up his residence in Chicago, out of which port he sailed in April of that year on the schooner Mint, engaged in the lumber trade, remaining on her as a common sailor until August. His next vessel was the brig *Iroquois*, plying between Chicago and Green Bay, but the following season he made a trip to Liverpool, England, and on his return to New York City shipped on the Atlantic to Antwerp. Again returning to New York, he shipped on the *Buena Vista* to Savannah, thence to Liverpool, returning by way of New Orleans, after which he spent some time in the coasting trade on the Gulf of Mexico in the schooner *Octavia*. In April, 1851, he shipped on the *Oswego*, bound for New York. From there he shipped on the brig *Castalia* for Buffalo, remaining on this boat from May to September. He then went to Chicago, from which he shipped on the schooner *Edith Henderson*, engaged

in the lumber trade, but finished the season on the schooner *Levant*, just launched. The following season he was on the brig *Castalia*, from Buffalo, and in August transferred to the brig *Chicago*, but finished the season as mate on the *Levant*. That fall he went to New Orleans and engaged in the coasting trade as master on the schooner *Pompadore*, after which he shipped as second mate on the bark *Aquillo* to Boston. From that city he went to Malaga, Spain, and on his return to Boston went to New Orleans as mate on the bark *Yarmouth*, where he engaged in coasting as master on the schooner *Locust*. Later he returned to Boston on the bark *Aquilla* as second mate, and from there proceeded to Buffalo, N. Y., where he joined the brig *Harman* and came to Chicago, remaining on that vessel until August, when he transferred to the brig *Bell* and finished the season on her. He then went to New Orleans, where he again engaged in the coasting trade as master on the schooner *Locust*; but in the spring returned to Chicago and shipped as mate on the schooner *Levant*, engaged in the lumber trade. After one season on her he returned to New Orleans, and after coasting as master on the schooner *R. T. Moore*, through the winter, returned in the spring to Chicago, where he shipped as mate on the *Palo Alto*, of Oswego, N. Y., engaged in the lumber trade, remaining on her until August, when he transferred to the *Lady Jane*, holding the same position. After another winter spent in the coasting trade from New Orleans as master on the schooner *R. T. Moore*, he returned to Chicago and shipped on the schooner *Caledonia* as mate, remaining on her through the season of 1857, and fitting her out the following spring; but after making one trip on her as master, he transferred to the schooner *Odin*, where as mate he finished the season. In 1859 he was on the barque *Cleveland* in the capacity of mate, in the lumber trade; in 1861 on the schooner *Convoy* as second mate, plying between Chicago and Buffalo; the latter part of 1861, as second mate, on the schooner *Egan*, engaged in the grain trade; in 1862 was first mate of the same vessel; and in 1863 was mate of the *Plover*.

In that year he enlisted at Chicago in Company A, 57th Ill. Vol. Inf., and was mustered in at that place. With the Army of the Tennessee, under Gen. Sherman, he participated in a number of important engagements; the march to the sea; was in the Carolina campaign; and took part in the Grand Review at Washington, D. C. At Chicago he was honorably discharged in July, 1865, and again engaged in steam-boating out of that port. In 1868 he was made captain of the schooner *Erie*, engaged in the lumber trade; the following three years was mate of the propeller *Favorite*, of Houghton, Mich., belonging to the Chicago & Northwestern railroad, and remained on her a part of the season of 1870, finishing it, however, as master on the *Hilton*. Quitting the lakes, he was a member of the Chicago police force for five years, but in 1876 returned to the water, as mate of the *Gertrude* for one season. He was derrickman of the new custom house in 1877 and 1878, but the following year sailed as mate on the *Marinette* Barge line, engaged in the lumber trade. In 1880 he joined the *Delos DeWolf* in the same position, in the lumber and grain trade between Chicago and Buffalo; from 1881 to 1891 he served as her master. The following year he purchased the schooner *Adirondack*, which he used in the grain and general freight trade for three seasons, but in 1893 he was taken ill, and his vessel was lost in Lake Michigan, since which time he has practically lived retired. He at one time was a member of the Ship Masters and Vessel Owners Associations. No man is more entitled to, or receives more fully the respect and esteem of all who know him.

On October 26, 1865, in Chicago, Captain Brown was united in marriage with Miss Mary Jane Henderson; a native of Toronto, Canada, and a daughter of Angus Henderson, who was born in Scotland, and as a sailor shipped out of Chicago in early days. He died of cholera in 1854, and Mrs. Brown passed away August 18, 1894. The children born to this union are as follows: Anna D., now Mrs. Killham, of Chicago; George S., a sailor; William T., Alexander B. and Charles, all clerks; Harry

M.; Grant; and Harvey. The family residence is at No. 2823 Bonfield street, Chicago.

CAPTAIN EDWARD CARR is the son of Captain Michael and Anora (Schoehenze) Carr, and was born in Buffalo, March 18, 1864. His father, who is in command of the tug *Conneaut* at the present time, has sailed the lakes for many years; and it was with him that the subject of this sketch obtained his first experience in marine affairs. At the early age of twelve years his strong desire to be a sailor was manifest, and accordingly he shipped on the schooner *Chisholm* and served as "boy." In this capacity he spent the following two seasons, at the close of which time the boat was wrecked near *Erie*. In the same position he then shipped with his father on the schooner *Ellington*, and there remained five years, acting as seaman after the first season. This boat was wrecked in a severe snowstorm at Buffalo, and the crew escaped by jumping from the main boom to the breakwater. The next season he acted as mate on the schooner *H. D. Root*, and afterwards went on the schooner *Almeda*, which went ashore at Port Glasgow in a storm. In the spring of 1885 he shipped as mate on the schooner *Anora Carr*, which was named after the Captain's mother and owned by his parents, and remained until November 1, when she went ashore at *Rondeau*. In this disaster Captain Carr had a narrow escape, remaining on the boat, over which the seas continually broke, until November 3, when the storm abated and the crew took to the yawlboats. The following season another thrilling experience awaited him, and one that was attended with greater peril than the first. The boat having been released and laid up at *Rondeau*, he took command in the spring and sailed her until September. In that month he left Buffalo and proceeded as far as Long Point in safety. When at this place the boat sprang a leak during a storm, and Captain Carr, striving to avoid all danger possible, turned about, making an attempt to enter Port Colborne, but the night was dark, and the storm became so severe that little headway was

made in entering. When off Port Colborne she foundered, the Captain and crew making their escape in a yawlboat. They were picked up by the tug Ennis, and taken to Port Colborne, whence they returned home. The next season Captain Carr shipped on the schooner Journeyman, after which he returned to Buffalo, and accepted the position of assistant harbormaster, which position he held during the season of 1893. In 1894 he commanded the yacht Galivin, of Buffalo, and in 1895 took command of the State tug Queen City, the position which he holds at the present time.

Captain Carr is a member of the Masters and Pilots Association No. 41, and the Buffalo Harbor Tug Captains Association. The Captain is a member of the order of Select Knights, an insurance order.

On April 28, 1897, he was married to Miss Nellie Crowley, of Buffalo. The Captain has been very successful in his sailing, and is one of the most reliable captains about the harbor. The Captain has always been a Republican in politics, and has taken an active interest in both city and State politics. He resides at No. 118 Michigan street, Buffalo, New York.

CAPTAIN JOSEPH F. SMITH, who has been a vessel owner and master on the lakes for many years, was born in Dumfries, Scotland, January 18, 1847, and possesses many of the sturdy Scottish traits of thrift and industry. His parents were James and Jeanette (Larmont) Smith, whose marriage ceremony was performed in Dumfries. Grandfather Smith was a stockraiser in Galway, and Grandfather Larmont was a slave owner of Plymouth, Island of Tobago, where he died of yellow fever. After his death his wife returned to Scotland for the purpose of educating her children, leaving a valuable estate in Tobago, of which they were finally dispossessed in some mysterious way. Early in 1853 Captain Smith's parents decided to come to America, and went to Liverpool, taking passage out of that port, in April, on the new full-rigged ship Clara Symes, of Quebec, Canada, and having good weather on the voyage. By boat they went up the St. Lawrence river to Hamilton,

where they were supplied with teams to carry them to London, Ontario, making their home there for a time while the father worked at his trade as a ship carpenter. He also assisted in the construction of the Royal Exchange building in that town. In the meantime the mother and children were helpful, being enterprising and industrious, and soon paid for their homestead by engaging in the dairy business. Two years later they traded this property for 100 acres of land in the township of Nissouri, on the river Thames, which they cleared and cultivated for some years. On selling this place they removed to the town of Huron, where another fine property was purchased and cleared up. It was in 1864 when the last farm was sold to Capt. John McKenzie, of the schooner Comet, that the father and son then took passage on the Buffalo, under Captain McIntosh, for Chicago, followed by the rest of the family the next spring in the propeller Niagara. When off Bois Blanc island the Buffalo collided with a schooner and had a hole knocked in her starboard bow, through which she began to fill rapidly. The captain ran her ashore, and after some delay her seventy passengers were transferred to the propeller Antelope and taken to Chicago. On reaching Chicago the father secured a contract for driving piles for docks from Rush street to Clark street bridge, at which work Joseph helped. Before the completion of the contract, however, the son shipped on the propeller Montgomery as deck hand, closing the season in the steamer Union.

During the season of 1865 Captain Smith gained experience as seaman in the D. O. Dickinson with Captain Loudon; in the sloop Rowena with Captain J. McLean; in the schooner Dutton; brig Young America; schooner E. M. Peck; as wheelsman in the Fountain City with Capt. Welsh, closing the year in the steamer Barber as wheelsman. In the spring of 1866 the Captain and his brother James purchased the schooner Garibaldi, Joseph going as mate. He sold his interest to his father that fall and shipped in the Young America until the close of navigation. The next season he shipped in the schooner Traveler, closing

the season in the scow *L. Painter*, before the mast with Capt. C. O. Inghram. The *Traveler* was lost on Lake Michigan some years later with all hands. In 1868 he entered the employ of George Hannahs, at South Haven, Mich., and remained with him two seasons. In 1870 Captain Smith built the schooner *O. Shaw*, brought her out May 16, sailed her successfully two seasons, then sold his interest. The next season (1871) he purchased an interest in the schooner *Garibaldi*, and went as master of her. Shortly after the great fire in Chicago he sailed her up the river in the wake of the schooner *Ida Keith* in tow of a tug, to above Lake street, the bridge at that crossing being burned. In the spring of 1872 he again entered the employ of Mr. Hannahs and shipped in the schooner *Marvin Hanna*, afterward in the scow *South Haven*, was soon advanced to the rank of mate, and that fall, when the captain retired, was appointed master.

In the spring of 1879 Captain Smith bought the schooner *Minnie Handy*, and used her in the fruit trade on the east shore of Lake Michigan two seasons, after which he sold her and assumed command of his father's schooner, the *William Smith*, one season. In 1882 he built the scow *Charley J. Smith*, brought her out new, and sailed her five seasons in the lumber and general merchandise trade. He sold her to H. W. Sweet, of South Haven, and the next season bought and sailed the schooner *Lenn Higbee*. In 1887, in partnership with D. R. McCrimman, he engaged in the grocery and lumber business, conducting that two years. In the fall of 1888 he sold the schooner *Lenn Higbee* to William Smith, and bought his partner's interest in the lumber business. In 1888 he built the schooner *H. M. Avery*, continued in the lumber business, and that fall laid the keel of the steamer *Myrtie M. Ross*, taking Volney Ross as a partner. In the fall of 1890 he lengthened the steamer by twenty-five feet, and has since sailed her in the lumber and fruit trade up to the present time, with the exception of the year 1897, when he purchased an interest in the passenger steamer *City of Grand Rapids* and sailed her. He

bought his partner's interest in the *Myrtie M. Ross*, in 1896, and is now sole owner. He is the founder of the Fruit Growers line, and made seventy-two trips in the fruit trade in 1896. He also founded the South Haven & Chicago line with the steamer *City of Grand Rapids*, forming a stock company of which he was manager during 1897 and vice-president in 1898. The company was incorporated in Michigan and the stockholders are A. B. Richards, J. J. Coleman, W. G. Tait, A. W. Herman and Joseph F. Smith. Socially the Captain is a member of the Independent Order of Odd Fellows and of the Knights of the Maccabees.

In September, 1869, Captain Smith was married to Miss Margaret Swayles, of South Haven, Mich., and the children born to this union are: Annie, now the wife of A. W. Herman; Ida, wife of J. C. Williams; Frank, who was mate with his father when the *Myrtie M. Ross* was burned at the dock in South Haven, and who lost his life in his heroic efforts to extinguish the flames; and Clarence B., now wheelsman in the *Myrtie M. Ross*. For his second wife Captain Smith married Miss Alice, daughter of Robert Howard, of South Haven. Besides his vessel property, the Captain owns a beautiful home in South Haven.

ELMER E. CHAPIN was born September 27, 1860, at East Otto, Montgomery Co., N. Y., and received his education in the common schools of Buffalo, to which city his parents removed soon after his birth. He is the son of Rev. Lucius, a minister in the Methodist Church, and Sophia Chapin, who were American born, and in the early days were known as "Down East Yankees," both being born in the State of Vermont, and on the father's side the family is descended from Ethan Allen. Rev. Lucius Chapin was a minister in the Methodist Church.

The first experience of our subject in connection with the lakes was, though nothing but a school boy, in the capacity of deck hand or line man on the tug *Newsboy*, of Buffalo harbor. After leaving this employ he spent two years in the machine shops, learning the trade of machinist,

which he subsequently followed. His first boat was the tug Iron Bridge; then the Newsboy for two or three seasons. His next employment was as chief engineer in the tug Fulton, where he remained one season, and then returned to the Newsboy in the same capacity, remaining in her until she was remodeled and her name changed to the Leo Lennox. The next service he engaged in was with the New York Central Railroad Company, on its Western division, for which company he acted as fireman eleven years and engineer two years, and then, in June, 1891, he came to his present position, that of chief engineer of the Exchange Elevator. Mr. Chapin was a member of the Brotherhood of Locomotive Firemen for eight or nine years, and for eight or nine years has been a member of the Marine Engineers Beneficial Association; for the past two years has been a member of the Ancient Order of United Workmen. Mr. Chapin was granted a license as engineer at the age of eighteen years, and was one of the youngest engineers in the harbor.

On July 1, 1885, Mr. Chapin was married to Nelly C. Kirtland, daughter of Gilbert C. Kirtland, formerly of Rochester, N. Y. To this union have come children as follows: Harry E., Jennie (deceased) and Gilbert.

CHARLES W. ADLER, chief engineer on the fireboat George R. Potter, was born at Buffalo October 1, 1862, a son of Max and Caroline (Woodthorp) Adler, the former a German and the latter of English extraction.

Charles W. Adler was educated in the public schools of Buffalo and began the work of his life when about fourteen years of age as deckhand on the tug Dave & Mose. Later he became assistant engineer of steam canalboats and canal tugboats, following this occupation four years, and then ran a stationary engine for a year and a half at Statts, manufacturer of billiard tables, etc. For the next three months he was second engineer on the steamer Joseph Farnham, and then held the same position on the Eber Ward. When about twenty-seven years of age he was made chief of the steamer A. A. Turner, afterward acting in

the same capacity on the Huntress, and in 1890 went to Sault Ste. Marie and took charge of the tug Clara Heckler as captain for the season. Previous to going to the Sault Ste. Marie he was captain of the tug Comet, which blew up at Buffalo in 1889. In 1891 he went to Port Huron, and while there was captain of the tug Schriren, in the same year also serving as captain of the Huntress. For the season of 1892 he became engineer of the Niagara, of the International Ferry Company. He was next engineer of the Excelsior at Au Sauble, Mich., for part of the season, and then became engineer on the tug Waubun at Chicago. Since August 25, 1893, he has been chief engineer on the fireboat George R. Potter. Mr. Adler has been a member of the National Association of Masters and Pilots for one year, and a member of the Tug Pilots Association for six years, being a charter member of the Local Harbor and a charter member of the Tug Pilots Association. He has always taken quite an active interest in both of these associations.

On July 3, 1880, Mr. Adler was married at Buffalo to Emma J. Griffith, and they have one child, Carrie.

JOHN B. HAYWARD is the son of Thomas Hayward, who lives in Pittsburg, Penn. He was born in Allegheny City, Penn., September 10, 1865, and at that place received an education in the public schools. At the age of fifteen years he went into the locomotive works and learned the machinist's trade, and, then coming to Cleveland, found employment in several shops, among which were those of the Globe Iron Works, City Forge Company, Standard Oil, Brush Electric Company, and the Cleveland Ship Building Company. In 1889 he shipped on the Northern King as oiler, and remained throughout the season. The following year he went on the Continental, of the Republic line, as second engineer, and spent the next season upon the Frontenac, in the same capacity. Closely following this he was on the Republic, Fred Pabst and John Harper. He was then made chief engineer on the steamer Sitka, of the Wilson line, and remained one and a half years, when

he became chief of the *Sir William Fairbairn*, upon which he has since remained, she being at this time the largest boat on fresh water.

On September 10, 1887, Mr. Hayward was married to Miss Flora M. Hodgeman, and they have two children: Blanche and Viola, both in school. Mr. Hayward is a member of the Masonic order, the I. O. O. F. and the Marine Engineers Beneficial Association.

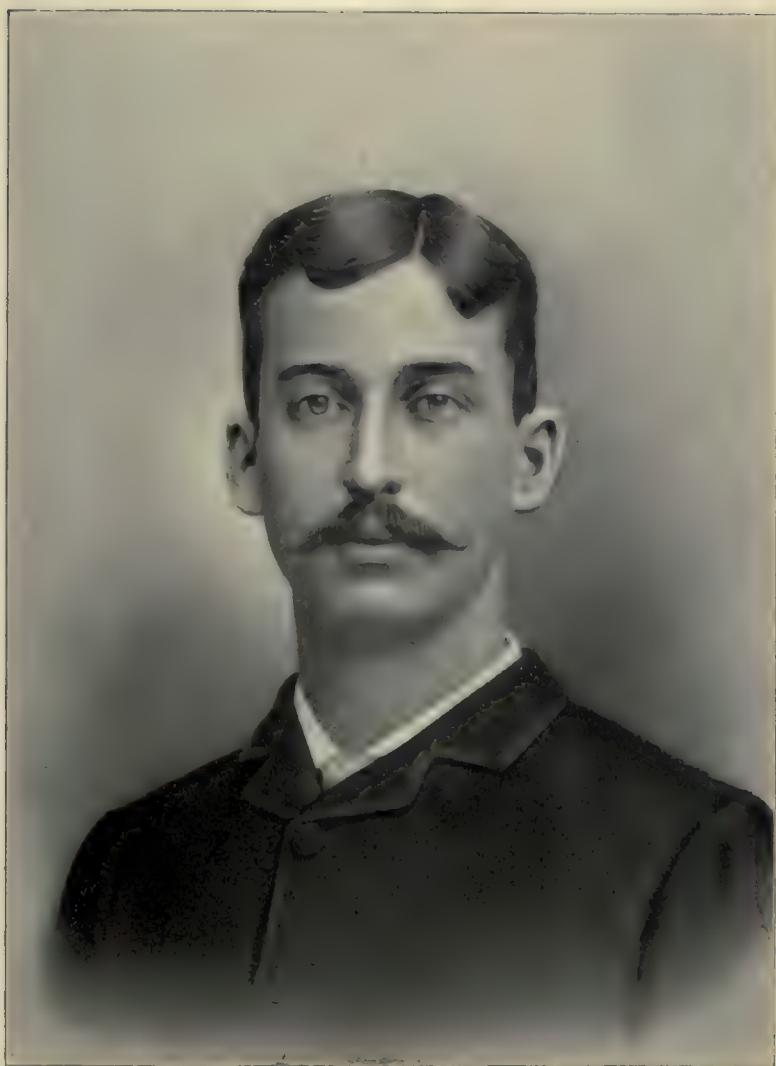
G. W. BEERS, the well known master mechanic of the Packing & Provision Co., at the stock yards, Chicago, was born in Cleveland, Ohio, in 1859, a son of David A. and Kate (Conley) Beers, the former a native of Painesville, Ohio, the latter of New York. The father was reared in Ohio, and for some years engaged in sailing out of Cleveland as chief engineer for the Northern Transportation Company. During the Civil war he enlisted in the navy, and after the war he was chief engineer of the *Commodore Perry*. His entire life was spent in sailing or in working in machine shops. Both he and his wife died in Cleveland, honored and respected by all who knew them.

The schools of Cleveland afforded our subject his educational privileges, and after laying aside his text books, he served his apprenticeship to the machinist's trade at the Cuyahoga works. In 1878 he sailed from Cleveland as second engineer on the old *G. N. Brady*, remaining on her for one season, and from that time until 1897 he was either on the lakes or connected with shipbuilding. For one season he was oiler on the *City of Detroit*, a passenger boat, after which he worked in the machine shops for three years, and next went as second engineer on the steamer *Atlantic*, finishing the season, however, with the Union Dry Dock Company, Buffalo, where he fitted out the revenue cutter *William P. Fessenden*. He remained with them until the *H. J. Jewett* was completed, after which he was employed as her second engineer for one season. The following season he came out as engineer on the tug *Protection*, of Chicago, and later was on the revenue cutter

William P. Fessenden. The following winter he worked for Hodge & Co., engine builders of Detroit; and then became second engineer of the steamer *Pearl*, for J. P. Clark, of Detroit, after which he was second engineer in the Anchor line. The next season he was with the Union Dry Dock Company, until the steamer *Tioga* came out, and on her shipped as second engineer for part of two seasons, spending his winters with the Union Dry Dock Company from 1885 to 1888. The steamer *Chemung* then came out, and on her he sailed as engineer for one season. He continued his connection with the Union Dry Dock Company, of Buffalo, until 1890, when he was made master mechanic and chief engineer, under Mr. Babcock, of the South Chicago Shipbuilding Company. He was on the steamer *Philadelphia*, of the Anchor line, in 1891, as engineer on the steamer *Arthur Orr*, sailing out of Chicago in 1893, but returned to the Chicago Shipbuilding yards, where he was employed until in 1897 he accepted his present position as master mechanic of the Chicago Packing & Provision Co., at the stock yards. He has fitted out altogether over forty new boats, and is a most thorough and competent marine engineer.

In 1886, in Buffalo, N. Y., Mr. Beers married Miss Katie Bradigan, a native of that city, and to them have been born five children: Frances, George A., Mary, Nellie and Katie.

WILLIAM M. FARRELL, one of the self-made young men of the Great Lakes, is a son of Michael Farrell, who for many years was freight-house watchman at Buffalo. Our subject was born at Buffalo October 28, 1868, obtained his education in the public schools of that city, and began his seafaring life with a couple of trips as oiler on the steamer *Rochester* during the season of 1887, finishing the season in the same capacity in the *E. P. Wilbur*. For the season of 1888 he was oiler on the steamer *North Star*. During the first six months of the season of 1889 he was engaged as second engineer of the *Alexander Nimick*, and for the remainder was second engineer of the *Charles Stewart*



G. W. Burr

Parnell, occupying the same position on the side-wheel steamer Pearl for the season of 1890. This steamer was formerly owned by the late John P. Clark, of Detroit, and for many years plied between Cleveland and Put-in-Bay, under the command of John Edwards, who was master of the new steamer City of Buffalo, for the season of 1896.

In 1893 Mr. Farrell purchased an interest in the United States Laundry, No. 66 to 70 Broadway, Buffalo, which he still owns, and to which he gave his attention during the year 1893. The United States Laundry is a firm consisting of E. Farrell and Wm. M. Farrell. In 1891 he was made chief engineer of the steamer Gazelle, which preceded the Pearl on the route to Crystal Beach; but he remained on this steamer only half of the season, transferring to the steamer Corona, running to Woodlawn Beach and back. In the same capacity on this boat he spent part of that season, and with the exception of 1893 continued to serve on same during the succeeding years up to and including 1895. From August, 1896, until the end of that season, he was chief engineer of the incline side-wheel steamer Shrewsbury, which was run on excursions from Buffalo to Niagara Falls, connecting with the trolley route at Slater Point, running to Queenston and connecting there with the fine Toronto steamer Chicora. During the season of 1897 Mr. Farrell gave his attention exclusively to the laundry business, and has been very successful. The United States Laundry is one of the largest in the city, and is the product of the push and energy of the two brothers just named.

WILLIAM F. CULLEN, who for many years has been engineer on various lake steamers, was born in County Wexford, Ireland, in 1844. His father was a farmer in Ireland, whence he moved to the United States in 1847 and took up his residence in Bellefontaine, Ohio. Mr. Cullen, our subject, attended the Bellefontaine schools for several years, and then served his time learning the trade of machinist in the railroad shops. During the war he worked in the Union Navy Yards at Bridgeport, Alabama.

After the war Mr. Cullen came to Detroit, Mich., where he has since resided. He worked for a while with the Detroit Locomotive Works, and later with the Light-house Construction Company. In 1871 he superintended the putting in of the machinery at Spectacle Reef Lighthouse. After two years as foreman of the Detroit Bridge & Iron Works, Mr. Cullen went on the lakes, first time as engineer of the Evening Star, one of the first boats of the well-known Star line, of Detroit. For four years he was engineer of the Canadian Southern Car Boat Transfer, and then left the lakes to be foreman of the Industrial Works at Bay City, Michigan. After a short stay in Bay City he returned to Detroit and superintended the erection of the engines for the Iron Age, the Jesse Farwell, A. J. Gordon, A. L. Hopkins, Middlesex, the tug Swain, and several other boats. In 1882 he returned to the lakes and was engineer of the steamer Flora, the Nashua, Riverside, the Oconto, which was sunk in the St. Lawrence river on July 7, 1886, finishing the season on the steamer Porter Chamberlin with Capt. H. S. Robinson. The winter of 1886-87 he was chief engineer on the tug M. F. Merrick for the Grand Trunk railroad at Ft. Gratiot, and that year entered the employ of Adams & Farwell as chief engineer on steamers P. E. Spinner and Jesse H. Farwell. In the winter of 1894 he resigned on account of sickness in his family, but in 1897 entered the employ of Capt. James Danielson, of Bay City as chief engineer on the wrecking tug Martin Swain. During the two years 1895-96 when he remained ashore he was engaged in fitting out and running steam and electrical plants, and has been quite interested in electrical and mechanical engineering, giving many evidences of his mechanism in the various plants, etc., he has fitted out.

CAPTAIN FRED G. BENSON may with truth be designated as the typical tug master, genial and large hearted, courageous and gentle, of fine physique and great endurance, broad minded and generous to a fault. He is a son of Royal and Emily (Bates) Benson, and was born June 20,

1854. The only other child of the family is Isabella, now the widow of John M. Came. The father was a carpenter and millwright, and carried on business in and about Saginaw, Mich., having removed to that city from Iowa in the year 1864.

It was in Saginaw that Fred G. acquired his education, attending school winters until he reached the age of eighteen years. He was apprenticed to learn the carpenter's trade with Benson & Campbell, his father being the senior member of the firm, and remained with that firm four or five years, sailing as occasion offered when his trade was dull, on the Saginaw river and bay, and it was by reason of this experience that he was made wheelsman in 1873 on the steamer John Sherman, formerly a United States revenue cutter and considered the speediest boat on the lakes. Her machinery is now in the steamer Alaska. Capt. John Stewart was in command of her at one time, and she was operated by Messrs. Cole & Halt. The next season he shipped as lookout and acting second mate in the same steamer.

In the spring of 1885 Captain Benson joined the steamer Mendota, with Captain Palmer, closing the season in the steamer China, Capt. Charles Christy, as wheelsman. The following season he was appointed second mate in the steamer G. P. Heath, owned and sailed by Capt. R. C. Brittin in the fruit and lumber trade between Chicago and Saugatuck. Captain Benson had his first experience on Lake Superior in the steamer Annie L. Craig, as wheelsman. Capt. William Cunnings sailed the Craig, Michael Chalk was chief engineer, and Thomas Lang mate. In the spring of 1878 he was appointed master of the tug Uncle Sam, operating on the Saginaw and owned by L. D. Russell. The next two seasons he sailed the tug Charles Lee, for W. A. Avery, which had the machinery of the tug Gray. During the season of 1881 he sailed the tug George Hand for Thomas Hubbell, of Saginaw, who had a contract for government work at Sand Beach, engineer Gilbert being in charge. It was in the spring of 1882 that Captain Benson entered the employ of the Tittibawassee Boom Company,

with whom he remained six years. During that period he sailed the tugs J. P. Logie, Charles Lee, James Hay and Robert Weideman, being master of the latter tug four seasons. He purchased an improved farm of eighty acres near Clio in the winter of 1883-84, upon which he built a spacious modern home, and which his wife manages in a practical business way during his absence on the lakes. In September, after sailing the tug Music, he entered the employ of Capt. B. B. Inman as master of the tug O. W. Cheney, transferring to the Gora B. the next season, and in September taking command of the M. D. Carrington, which he sailed until the fall of 1894. In the spring of 1895 Captain Benson was appointed master of the fine new tug B. B. Inman, of which he is still in command. He designates her as the flower of the fleet. She is one of the most powerful tugs on the lakes, and has the name of being the handiest and most sensitive to her rudder on fresh water. She is handled entirely by steam as regards windlass, steamer and reverse gear. She has a Dean independent air, feed bilge, water and fire pumps, using seventeen steam cylinders and the Howden hot air draft.

In 1893 Captain Benson joined the Ship Masters Association, and carried Pennant No. 860, but has since surrendered it.

In 1877 Capt. Fred G. Benson was wedded to Miss Julia, daughter of Eleazer and Amanda Woolsey, of Saginaw. The children born of this union are: Frances E., now the wife of William McCumsey, of Clio; Roy E., Nellie B. and Fred Albert. When the snow of winter approaches Captain Benson retires to his pleasant home at Clio, the fittings of which are in keeping with the education and refinement of its occupants.

CAPTAIN THADDEUS F. BURBANK was born September 13, 1841, at Collins Center, Erie county, N. Y., and is the son of Daniel and Lucinda (Stuart) Burbank, natives of New York and Massachusetts, respectively. Daniel Burbank spent the greater part of his days as a dyer, and departed this life June 29, 1870, being survived by his wife, who died January 2, 1897.

At his native place Captain Burbank lived only two years, when his parents removed to Willoughby, Ohio, where he attended school until his twelfth year. At this time he began the marine work to which he has since devoted so much attention, and shipped on the *Rover*, sailing out of Cleveland. From this boat he came on the scow *Helen*, engaged in the stave and wood trade, and soon afterward sailed on the *George Worthington*, *City of the Straits*, and sailed the *Louisa*, *Sunny Sides* and several others. A part of the following season he spent on the *Otsego* as her master, and later in that year he acted in a minor position on the *City of the Straits*. After a time spent on the *E. C. Roberts* and *Grace Murray*, he sailed the *Lula* and *Louise*, and in the winter went into the forests of Michigan, when a falling tree so injured him that he has since been unable to engage in manual labor of any kind. On April 24, 1861, he enlisted in the Seventh Ohio Regiment, and was soon after transferred to Battalion U. S. Engineers, where he served until March 28, 1867.

On October 21, 1865, Captain Burbank was married to Miss Albertenia A. Sanford, daughter of Capt. George E. Sanford, of Portland, Maine, who was a salt-water sailor many years, and with whom Captain Burbank sailed considerably. On June 29, 1869, he was married to Miss Ada M. Manly, of Kirtland, Ohio, and on November 29, 1893, he wedded Mrs. Mary Ann Eslick, of Cleveland, Ohio. The Captain is the father of the following children: Albertenia, deceased; Thaddeus F., Jr.; Mabel, deceased; Gertrude A.; Rosie; Ethel, deceased; Mertie, deceased, and Pearl. He is a member of the Union Veteran Legion and the Union Veterans League.

CAPTAIN CHARLES H. ANTHONY, the subject of the following career of adventure, can be found any time, night or day, on the fireboat *Cleveland*, at the foot of Superior street, Cleveland, Ohio.

He was born in 1843 at Cleveland, Ohio, and met his first experience on the lakes, in 1858, as porter, on the steamer *Mendota*, of the People's line, or the New York Central,

with Captain Spencer, where he served one year, or until the engine fell down, when he went on the propeller *Chicago*, Captain Collins, of the same line, and in the same capacity. These two vessels belonged to the passenger line, plying between Buffalo and Chicago. In the following year, 1860, Captain Anthony was engaged in the fishing business on boats belonging to M. Johnson, out of Cleveland.

In 1861, the first year of the "late unpleasantness" with the South, Captain Anthony shipped on the *Colonel Ellsworth*, Captain W. B. Scott. The *Ellsworth* was built on the lake shore, east of Cleveland and named for Colonel Ellsworth, one of the first Unionists to lose his life in the Civil war. In 1862 the steamer *Ontario* was the scene of Captain Anthony's service at the wheel, plying in the interests of the American express line, between Lewiston and Ogdensburg, the boat being under command of Capt. M. Estes. During this time in his career Captain Anthony felt the rising of a roving disposition for ocean services, and went to New York, where he shipped as ordinary seaman on the full-rigged ship *Sylvanus Blanchard*, of Yarmouth, Maine, for a six-months' voyage, and after discharging her cargo, he shipped on the *Frank Flint*, of the Thomaston, Maine, line, which loaded at Cardiff, Wales, for Rio Janiero. Later on we find Mr. Anthony on board the ship *Jennie Eastman* for a passage around the Horn, where he met Neptune in all his glory, bound for Callao, Peru. At the latter port he found the ship *Young Mechaic* bound for Queenstown for orders to Bristol, England. Here he found his foreign service becoming distasteful, and desiring to take part in the struggle that was going on in the United States, he shipped on the *Ashburton* at Newport, Wales, for New York City; and in August, 1863, he shipped on the United States frigate *Sabine*, Captain Lowrie, at Portland, Maine, bound for Boston, where he was transferred to the monitor *Monadnock*.

On arriving at Boston Mr. Anthony was promoted to quartermaster, and transferred to the United States frigate *Colorado*, at the navy yard, Kittry, Maine, in charge of

Lieutenant Schley, of the South Atlantic Squadron. After serving on this station some months, the Colorado was ordered into the waters, designated in naval parlance the North Atlantic, and Captain Anthony participated in the naval battles at Newbern, N. C., Half Moon and Fort Fisher; and his experience in the blockading fleet on the Atlantic coast, off Cape Fear river, and at other points, if placed in detail would make a historical romance in itself, and too lengthy for this work.

At the close of the Civil war, Captain Anthony accepted an appointment on the receiving ship North Carolina, at the Brooklyn navy yard. Shortly after the United States frigate Colorado was refitted as a flagship, and detailed to service in the European squadron, under command of Rear Admiral John M. Goldsboro. On this expedition Captain Anthony went as signal quartermaster. He was on the European station, and in the Mediterranean twenty-seven months, when Goldsboro was relieved by Admiral Farragut. Captain Anthony returned to the United States, and came back to Cleveland in 1867, after an absence of five years. His first service on the lakes was on the schooner King Sisters, Captain Pellet, in 1867, then the old schooner City, Captain Turton; and afterward as second mate on the schooner Ironsides, Captain Richardson. He then went as master on the sloop Gazelle, in the fish and limestone trade.

On August 10, 1871, Captain Anthony accepted an appointment in the Cleveland fire department, where he has remained ever since. He has been helpful in the rescue of many lives, and in this onerous service has had many narrow escapes, one especially at the burning of the Globe Iron Works shipyard, where he had his leg crushed, and, in a previous rescue of life, his foot broken.

Captain Anthony was appointed master of the fireboat *Cleveland*, *vice* Captain Hawley, resigned, November 19, 1891, on which vessel he still holds the fort.

WILLIAM J. SWAIN, chief engineer of the *Codorus* for the seasons of 1895-96-97, is a Canadian by birth, having first seen the

light April 5, 1857, at Toronto, Ontario. He received his schooling at Collingwood, same Province, and began his first practical work in a machine shop at Collingwood, where he served the usual three-years' apprenticeship.

At the end of that time he went into the steamer *Chicora*, oiling one season and then transferred to the City of Winnipeg as second engineer to Mike Chalk, the present boiler inspector at Duluth. He was employed on her for two seasons, and then spent about a year each in the Frontier Iron Works shop at Detroit and the Bay State Iron Works, of Bradford, Penn. In the spring of 1882 he returned to steamboating, going as second engineer of the *Juniata*, and the two following seasons was in the *Clarion* in a like capacity. The season of 1885 he was promoted to chief of the *Conemaugh*, remaining in her two seasons, and then went to the *Lehigh* for the season of 1887. For the seven succeeding seasons, including 1894, he was chief of the *Clarion*, and since then has been chief of the *Codorus*, which is considered one of the finest boats of the Anchor line. Mr. Swain has seventeen issues of the chief's license, and it will be noted that for sixteen years of the time he has been in the employ of the Anchor line. He was one of the charter members of the Erie No. 39, M. E. B. A., was a member of No. 3, Chicago Branch of that order, and is also an Odd Fellow and Mason in good standing. He makes his residence during the winter season at the "Wilcox House," Erie, Pennsylvania.

WILLIAM G. FELL is one of those marine engineers best known among Milwaukee men as a man with an open hand, and an enthusiast in the choice of his calling. He was born in Chicago, Ill., July 9, 1845, and is the son of William and Jennie (Turnbull) Fell, natives of Scotland, the father from Clyde, where he learned the machinist's trade, and worked in shops where many of the notable marine engines of that day were constructed. He came to the United States in 1845, locating in Chicago, near which city he purchased a farm, and eventually became quite wealthy. He

died in 1856, leaving a widow and twelve children. The mother passed to her reward in 1892. The children all became farmers, except William, the subject of this sketch, who, after leaving school, learned the machinist's trade in the shops of the Burlington & Quincy railroad, serving an apprenticeship of four years.

In the spring of 1867 William G. Fell engaged as a fireman on a dredge, and soon became engineer, holding this berth about five years. He then entered the employ of Carlin, Stickney & Cram as engineer of the tug Carlin, which he ran two years, transferring to the Stickney, bringing her out new and engineering her two seasons. The two years following he was engineer of the tugs P. L. Johnson and Relief, the latter of Tonawanda. In 1879 he was appointed chief engineer on the passenger steamer American Eagle, plying the year round between Sandusky and Put-in-Bay, and on one occasion he put a propeller wheel on the steamer while she stuck in the ice in midlake. After two years on this steamer he became engineer on the lake tug Samson, with Capt. J. McNiff, engaged in wrecking and towing, a position which he held two seasons, after which he purchased an interest in the tug Gregory; took her to Cleveland and ran her at that port part of two seasons, when he transferred to the tug Brady.

In the spring of 1887 Mr. Fell entered the employ of R. P. Fitzgerald & Co., of Milwaukee, as chief engineer of the steamer W. M. Eagan, and after two seasons on her was transferred to the steamer John Plankinton, Capt. Lewis H. Powell, as chief, a position he has held nine years, giving at all times close attention to his duties, which gained for him the confidence of his employers. He has twenty-four issues of license, and is happy in the knowledge that he has not had any serious mishap to his machinery.

Socially, he is a member of the Marine Engineers Beneficial Association, Branch No. 9, of Milwaukee, and has held every office within the gift of that body. He also belongs to the Knights of Pythias.

On March 15, 1889, Mr. Fell was united in marriage to Miss Jennie, daughter of

Andrew and Mary Ann Hooper, of Glamorganshire, South Wales. The family residence is at No. 406 Greenwich street, Milwaukee, Wisconsin.

CAPTAIN EDWARD MOONEY was born in Manchester, England, May 1, 1843, and came with his parents, John and Margaret Mooney, to the United States in the spring of 1851, and settled in Cleveland, where he attended the parochial schools until thirteen years of age.

John Mooney was a sailor on the Great Lakes for over thirty years, and his son Edward early manifested an inclination for a marine life, and in the spring of 1857 began sailing on the propeller Iron City as forecastle boy, with Capt. Ed. Turner as master. He remained on this boat until the fall of 1862, when, in January, 1863, he enlisted in the navy and was sent to the gunboat Lafayette, under command of Captain Walker, and stationed at Cairo. He was in service on her till May 6, 1863, when he shipped on Mississippi river boats and remained on them for sixteen months. He then returned to his home and accepted a position of wheeling under Capt. George P. McCoy on the propeller Pewabic, remaining on her till she was lost on Lake Huron August 9, 1865. The balance of the season he went wheeling on the propeller Ironsides, Capt. Ed. Turner, master, and in 1866 accepted the position of second mate on the propeller Mineral Rock and with his old commander, Capt. John McCoy.

During the seasons of 1867-68-69-70, he was mate on the steamers Michael Groh, Manitowoc, Union, and Adriatic, and the following season, 1871, found him master of the Adriatic, running between Chicago, Goderich and Saginaw. During the winter of this year this vessel was sold at sheriff's sale and dismantled. In 1872 he became first mate of the Union line's propeller Pacific, under Captain Murch, and in 1873 started the season as first mate on the steamer Arctic, Capt. Ed. Turner. During the summer the Captain sickened and died, so he took command of the boat for the balance of the season. For three full sea-

sons, 1874-75-76, and part of 1877 he was master of the passenger steamers Atlantic, Pacific and St. Louis, and during 1878 served the steamer Japan as her mate and pilot, thence going to the propeller Arizona as master for the seasons of 1879-80-81, and in 1882-83-84 continued in this position on the propeller Winslow. In 1885-86 was master of the steamer India. Leaving the passenger service in 1887, he took command of the steambarge Vienna, then assumed charge of the steel steamer Cambria for the seasons of 1888 and 1889, after which, in 1890, he entered the employ of Lake Superior Iron Company, which was building two steel steamers, and took out the first one, the LaSalle; in 1891 two more steel steamers were constructed by this company, and he was placed in charge of the Wawatam (one of the newly built boats), a charge he held since that time.

He is a member of the Ship Masters Association, of Cleveland, and was the first recording secretary of that branch.

On January 9, 1868, he was married to Miss Sharon, of Rockport, Ohio, and by this marriage had seven children, four of whom are living: James, Frank, William and Charles. Edward, May and Leo are deceased. Two years after the death of his first wife he was again married, this union being with Miss Margaret, a sister of his first wife. They have one child, Zita.

JAMES C. HAY was born in Scotland, December 23, 1841, and came to this country with his father in 1844, settling in Cleveland, Ohio, where he attended the public schools until 1857, when his health gave out. He then went to Michigan and lived on a farm, being located there when the Civil war broke out.

In July, 1861, Mr. Hay enlisted in Company I, 5th Mich. Vol. Inf., and served for three years. At the battle of Chancellorsville he was wounded, and at Gettysburg he received a wound in the chest that laid him up in the hospital at Philadelphia some months. While there, during his convalescence, he became acquainted with a marine engineer named Clark, and they conceived the idea of leaving the hospital and

joining the steamer Keystone State, which was about to start on a cruise in search of the famous Alabama, which was creating great havoc among our merchant marine. The commander of the Keystone State, however, after the surgeon's examination, concluded that the wounds of Mr. Hay were too recent and of too serious a nature to permit of his enlistment, and he was sent back to the hospital at Philadelphia, where he remained another thirty days, his wounds having re-opened.

In 1864 he returned to Cleveland and for some time was employed in the Eagle machine shop. In 1866 he went as second engineer on the steamer Buckeye, in 1867 as chief of the Wisconsin, and then on the steamers Akron, City of Boston and Saint Albans, all of the Northern Transportation line. He remained in this employ seven years. In 1873 he went in the tug W. H. Pringle; in 1874, in the barge H. D. Coffinberry; in 1875, in the G. W. Rust; in 1876, in the wrecking tug J. W. Bennett; in 1879, in the steamer William Edward; in 1881, in the Progress; and in 1883 bought an interest in and engineered the tug Samson. In 1888 he was appointed engineer on the steamer North Wind, of the Northern Steamship Company, and in 1890 he brought out the Castalia, upon which he remained until 1896, when he entered the employ of the Cleveland Dry Dock Company, where he is now giving good satisfaction. He is well known by all engineers on the lakes, and is held in great respect.

On December 14, 1869, Mr. Hay was married to Miss Sarah Landon, daughter of Solomon Landon, a Canadian, of English descent. Mr. Hay is a member of the Grand Army of the Republic.

WILLIAM BULLOCK, chief engineer of the Garfield building in Cleveland, was a silk weaver in early days. While following this occupation he studied the science of mechanical and ornamental draughting, and later followed that pursuit, and this led to his becoming a marine engineer. Mr. Bullock was born in Macclesfield, England, in 1860, his father, who bore the same name, being a prosperous silk weaver. For some

years he worked with his father, but not being satisfied with this calling, he entered an evening school to learn mechanical draughting. He removed to the United States in 1879, and pursued his studies on this side of the water, becoming decorative designer and draughtsman for the wall-paper house of William Campbell, 41st street and 42nd street, and later for the Smith Wall Paper Company, 10th avenue, both in New York. He was in the employ of these two firms for three years, removing west in September, 1882. For four years he was employed in shops at various places, and as fireman on a number of different vessels, among the latter being the Peck, the Mystic of the Sault, and the Seymour. During two winters he was assistant deputy clerk of the courts at the Sault, and during another winter had charge of the boats. Then he secured an engineer's license and in 1886 went as second engineer on the Minnie M. During the next two seasons he was engineer of the tug Seymour, lighter M. S. Trempe, and second engineer of passenger steamer Ossifrage.

In the fall of 1888 he removed to Cleveland and accepted a position as draughtsman at the Variety Iron Works No. 2, and in the spring of 1889 fitted out the famous Doan Baths and Natatorium, afterwards resigning in order to accept a position as engineer at the Cleveland Water Works. He retained this position until 1891, when he became second engineer of the steamer Norman, of the Menominee Transfer Company, assuming a position in the machine shop and as engineer for the Walker Manufacturing Company, Cleveland, Ohio, during that winter. The next two seasons he was chief engineer of the steamers Saxon and German, putting in the winters at the works of the Walker and the Globe Manufacturing Companies. In the spring of 1894 he fitted out the wall-paper factory of William Bailey & Sons in Cleveland, expecting to become draughtsman and engineer in charge. Shortly after taking charge here, however, he resigned in order to accept a position as chief engineer of the Garfield building, which position he still holds.

In 1889, at Cleveland, Ohio, Mr. Bullock was married to Miss Louisa Moseley, daughter of Editor S. S. Moseley, of the Cleveland *Examiner*. They have one daughter living, Laura, born October, 1892. Their first daughter, Lillian Irene, died in 1891.

ERIC LEONARD HEDSTROM was a pioneer in the coal-shipping trade on the lakes, both in Buffalo and Chicago. He was descended from good old Norse stock, and was born in Stockholm, Sweden, August 21, 1835, at the age of eight coming with his parents to America and settling in Lake county, Ill., near Chicago.

Mr. Hedstrom was given a good education, finishing with a collegiate course at Rochester University, and on returning to Chicago entered the coal office of A. B. Meeker & Co., then a leading firm in the Western trade. In 1864 the Company sent him to Buffalo to establish a branch office there, and some time later he was made a partner in the firm, still later commencing operations in his own name. Ere long he had one of the largest concerns operating in coal, coke, and iron in the country, with branches in Chicago and Racine. He was at one time connected with the Lehigh Valley Coal Company, handled its Western coal and had an interest in the railroad, and he afterward formed an alliance with the Delaware, Lackawanna & Western, the present firm still shipping that company's Scranton coal. The business in Buffalo was begun at the foot of Erie street, but was later moved to the Island, where Mr. Hedstrom built what was afterward the Lehigh docks, the first coal trestle in Buffalo. He was the chief promoter of the Buffalo Creek railroad, built to utilize the Blackwell Ship canal, and remained a stockholder of the road. The change from the Lehigh to the Lackawanna interest was made in 1879, when the latter company built its line from Great Bend to Buffalo, and needed a resident shipper at the western terminus of the line. The firm of E. L. Hedstrom are the only individual shippers of anthracite coal from Buffalo by lake. In 1880 the shipment of soft coal

was added, they handling the first Pittsburg coal of any amount in the Buffalo market, and since that time the firm has become largely interested in the mining and handling of all grades of soft coal. The business grew steadily, until it was found that facilities not before employed were needed, and they built and operated the first steam coal fueling lighter used in Buffalo harbor. As it was found to be very convenient for fueling steamers when loading or unloading cargoes, other fueling concerns soon adopted the same device.

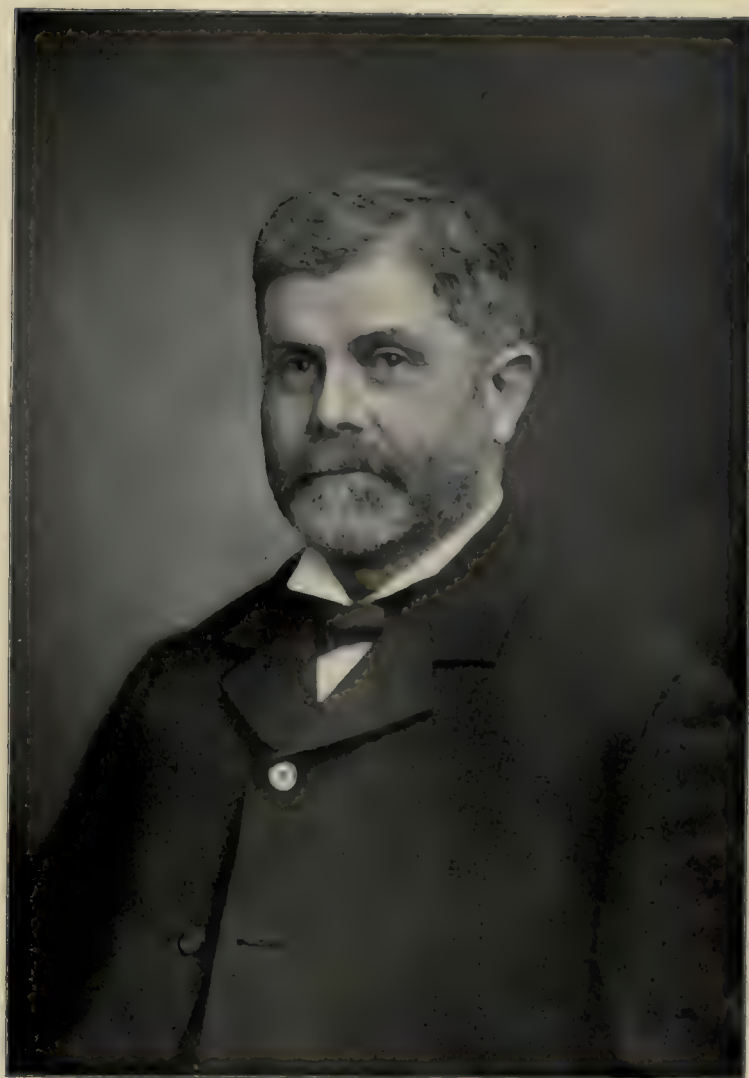
Mr. Hedstrom was no less prominent in general affairs of public and especially benevolent nature than in business. Indeed it would seem that he was placed at the head of all the enterprises in which he took an interest, and at one time he was president of nineteen benevolent associations. He was for a long time president of the Buffalo Baptist Union, in which position he was able to extend the work of that denomination very materially. He combined in a rare degree that courtesy added to energy and business capacity which made his cooperation in benevolent affairs of inestimable value. In 1894 he was president of the Buffalo Merchants Exchange when the new building was first occupied, and was re-elected the next year, but he did not seek political preferment, finding a more useful and congenial field in which to labor. He died in 1894, since which time the business has been continued by the estate without change of firm name, under the direct management of his son, Mr. Arthur E. Hedstrom, and Mr. Eugene C. Roberts. The trade continues in this way without apparent change, and is uniformly prosperous.

GEORGE L. QUAYLE, who has been associated with the ship-building industry since his boyhood, was born in Cleveland in 1842, and received his education in the public schools of that city. He learned the carpenter's trade, also shipbuilding, and spent much time in studying ship architecture and construction, perfecting himself in these capacities until he attained a high degree of proficiency.

During the progress of the Civil war Mr.

Quayle was a private in the Eighty-fourth O. V. I., and in the Seventh. After his return to Cleveland (in 1873) he entered into partnership with his father (who had been a shipbuilder since 1840) and elder brother, Thomas E. Quayle, the company being known as Thomas Quayle & Sons. After the retirement of his father from the firm, William H. Quayle was admitted to partnership in the company under the firm name of Thomas Quayle's Sons. He remained in the shipbuilding interest until the discontinuance of business, which occurred in 1890, the last vessel built at the yards being the steamer C. B. Lockwood. The firm discontinued business on account of the tendency of owners toward metal vessels, the wooden ships being relegated to the past. His long experience and successful career, together with his mechanical genius designates him as one among the many able shipbuilders of the country. He was tendered and accepted the appointment as manager of the Shipowners Dry Dock Company, in which he is largely interested. It was during his administration that the Shipowners Dry Dock Company was so successful in a financial way, and became famous on all the Great Lakes for its high-class work and moderate charges.

George L. Quayle is highly respected in his native city for sterling worth and business integrity, and it is owing to these essential qualities, and the expert knowledge he possesses of the business in which he has been engaged for so many years, that he has reached a good degree of the prosperity and influence with which he surrounds his charming wife and children in their beautiful home on Euclid avenue, Cleveland. He is a director in the Wilson Transit Company; has been president of the Dry Dock Association of the Great Lakes since 1895; is a director of the Garfield Savings Bank; President of the Board of Trustees of the village of East Cleveland; and a member of the Cleveland Chamber of Commerce. Mr. Quayle is a Scottish Rite Mason, and a member of the Mystic Shrine. In 1870 he was united in marriage to Miss Winnifred Johnson, of Pittsburg, Penn., and they have three children: George H., Winnifred and



Geo L Quayle

Eleanore. [Since the above was written Mr. Quayle has retired from active participation in business, and is enjoying in a modest way his well-earned competence.]

CHARLES E. HARMON was born in Chatham, Ont., December 6, 1854, a son of George W. and Nancy (Sharrow) Harmon, the former a native of Erie, Penn., the latter of Canada. They were married in Chatham, Ont., after which they took up their residence in Chatham, where they owned the first brick building, the father conducting a shoe store in the same. He was also interested in schooners and sailed some, but suffered financial losses during the Bothwell oil excitement.

Charles E. Harmon acquired his education in the schools of Chatham. Late in the '60s the family removed to Wenona, now West Bay City, Mich., and in 1870 he shipped as fireman in the Ben Truesdell. The next spring he joined the Colin Campbell, as fireman, and in the fall went to New York City by way of the Erie canal, as fireman in the side-wheel steamer Hudson, towing canal boats from Albany. On arriving in New York he shipped in the tug E. B. Jones, engaged in harbor towing. The next year he went to work on a farm in Cataraugus county, N. Y., but the following spring went to West Bay City, Mich., and joined the tug Nellie Cotton as fireman. Early in 1876 Mr. Harmon entered the employ of the Pinconing Railroad Company, as engineer, remaining three years, and in the spring of 1879 he took out engineer's license and was appointed to the tug C. M. Farrar, owned by R. Armstrong, transferring to the tug Ontario the next season, as chief engineer. In the spring of 1887 he returned to the Saginaw river, and from that time until 1892 he sailed as engineer in the tugs Charles Lee and Mildred (owned by Capt. Harry Shaw), after which he went to Tawas, Mich., and engineered the tug John B. Griffin. He also served as fireman in the tugs Hercules, Mendota and Moyles, on the Saginaw river. In 1892 he returned to Bay City and was appointed engineer of the tug C. W. Wells, which he ran until June 22, 1896, when he went to Duluth as engineer

of the tug Medina, owned by C. S. Barker, a dredging contractor.

In the spring of 1897, Mr. Harmon entered the employ of the A. Booth Packing Company. He fitted out the passenger steamer C. S. Barker, which was under charter to convey a circus company to the different ports on the south shore of Lake Superior and the west shore of Lake Michigan until July 5. On August 29, of the same year, Mr. Harmon chartered the ferry-boat Edna, and established a new route between Twenty-first avenue west, Duluth, and West Superior, doing fairly well until October 31, when he took out a party of Foresters, ran into the wreck of the old steamer City of Winnipeg and knocked a hole in the Edna, causing her to sink, without loss of life, however. He raised and repaired her, and putting her on the route again until November 18. In the spring of 1898 he chartered the stern-wheel steamer Henrietta, going as chief engineer. He engaged in the excursion business between Duluth, Superior and Fond du Lac, giving moonlight excursions. Mr. Harmon also holds first-class stationary engineer's papers.

Mr. Harmon is a member of the Marine Engineers Beneficial Association, No. 27, of Bay City, and filled the office of chaplain three terms. He was united in marriage with Miss Ida S. Hunter, of Grovesend, Ontario, and the children born to this union are: William D., Bertha Pearl, Robert D. and Walter Earl, two of whom are now deceased. The family homestead is at No. 205 East Fisher street, West Bay City, Michigan.

CAPTAIN JEREMIAH MURPHY, whose service on the Great Lakes is antedated by few, was born in Oswego, N. Y., March 6, 1826, and was one of three brothers, two of whom were engaged in marine service. His father, Jeremiah Murphy, Sr., was a native of Ireland, and died in Buffalo, N. Y., in 1838. Determining to devote his life to the vocation of a sailor, Captain Murphy, of this review, secured a position as apprentice on the schooner Eagle, whose full cargo weighed fifty tons. This was in the year 1844, more than half a century ago, when

no settlers lived along the water route to Chicago. During the trip the ship's provisions gave out, and owing to the scarcity of settlements from which they might obtain food, the men of the crew were nearly starved to death before reaching the Mormon camp on Beaver Island. There, however, they were rescued from their perilous position by the inhabitants of the island, who exchanged groceries for a portion of the vessel's cargo of salt.

After ten years' service in various capacities, Captain Murphy at length was made master of the vessel Sampson and during the thirty years of active service before his retirement from marine life, he was in command successively of the schooners Tempest, Burgoyne, Caroline, Enterprise, Sorell, Burlington, Herald, Sylph, Thornton and Naragansett, the bark Masillon, and the schooners Charles Hinckley, William Grandy, C. G. Breed, Southwest and C. P. Williams. He exercised great care and judgment in the management of the vessels, and always had the confidence and respect of the vessel owners. In his early life he once shipped before the mast on the schooner Warren, the captain of which had a few hours before refused to accept James A. Garfield as a member of the crew. This was probably due to the fact that Captain Murphy had spent some time on the lakes, and had the appearance of a sailor while General Garfield had just come from the farm, and his ignorance of marine life made him ineligible.

On July 10, 1869, Captain Murphy was married to Miss Mary Alexander, a native of Scotland. Their children are: Herbert Edward, Alice Emily, Gertrude Isabella, Agnes Elizabeth, Edna Jerene, James Garfield and Marian. The Captain after a long, honorable and useful career, is now living retired in his pleasant home at No. 959 Wilson avenue, Cleveland, Ohio.

JOHN DAVIDSON is a son of James and Catherine (Wood) Davidson, who were natives of Scotland. The father, who was a farmer by occupation, died in 1864; the mother died in 1879.

The subject of this sketch was born at

Sanquhar, Dunfriesshire, Scotland, February 14, 1850, and was the eldest in a family of eight children—three sons and five daughters. He was educated in the mother country, and for a short time after leaving school operated a stationary engine in a brewery in Scotland. He then went to sea, being employed as oiler for about four years. In 1872 Mr. Davidson came to America, landing at Montreal, and his first employment here was as fireman on the old Dominion. After about three weeks in this employ he had the misfortune to injure one of his feet to such an extent that he was laid up in a hospital about eleven weeks. Upon his recovery he went to St. Catharines, Ontario, and shipped as second engineer on the steamer Enterprise for the season of 1873. For the seasons following up to and including the year 1876 he was second engineer respectively of the steamers Monroe, Enterprise and Clinton. In 1877 he was at Quebec as chief engineer of the tug Admiral D. Porter, and in 1878-79 was second on the Celtic. In 1880 Mr. Davidson became chief engineer of the City of St. Catharines, remaining on her until she became a total loss in consequence of a collision with the Marsh, off Sand Beach, Lake Huron. She was loaded with merchandise, bound for Chicago. No lives were lost. He was chief engineer of the California a couple of seasons and of the Prussia for one season, and in 1884 was engineer of the Leavenworth Grape Sugar Works, in Kansas. In 1885 he entered the employ of the Beatty line from Saranac to Duluth, acting two seasons as chief of the Sovereign, and three seasons as chief of the Ontario. In 1890 Mr. Davidson removed to Buffalo, where he obtained the position of second engineer of the Winslow, of the Anchor line, remaining on her for one season, and was chief of the Mont eagle for that of 1891. In 1892 he became chief engineer of the whaleback Pillsbury, in which position he remained four seasons, and for the season of 1896 he was chief engineer of the Henry Cort, of the Bessemer Steamship Company.

In 1875 Mr. Davidson was married at St. Catharines, Ont., to Miss Elizabeth E. Kelley, and they have five children, namely:

William (oiler of the steamer J. B. Nelson for the season of 1896), Edith M., Robert J., Archibald W. and Norman C. The family residence is at No. 221 Gorton street. Mr. Davidson has been a member of the Marine Engineers Association for about two years, and is quite active in other fraternal orders, having been a Mason twenty-one years, a member of the A. O. U. W. twelve years, of the Sons of Scotland five years, and of the Select Knights thirteen years.

HENRY BLOECKER, an accomplished machinist and engine builder, and an esteemed citizen and business man of Grand Haven, Mich., has perhaps had the honor of bringing out more marine engines than any engineer on the lakes. This arises from the fact that he has been a popular and enterprising builder of engines for steamboats during the last twenty years, and that he assumed charge of each when the steamer made her maiden trip, and it is but truth to say that all of the engines produced at the shop over which he had jurisdiction gave eminent satisfaction in every respect. His extensive practical knowledge, added to rare mechanical ingenuity, common sense and remarkable powers of discrimination, all tended to the best results. He is a man of good presence, and has a strong, earnest face, expressing at once shrewdness, intelligence, good humor, kindness and liberality. He was born on September 6, 1845, in Holstein, Germany, and is the son of Marx and Margaret Bloecker, both of whom died in Germany, his father in 1847, and his mother in 1895. He was educated in the public schools of Holstein, where he also learned the machinist's trade, serving an apprenticeship of about four years.

When he reached the age of twenty-two, Henry Bloecker left his home in Germany and came to the United States, going directly to Grand Haven, where he entered the employ of the Ottawa Iron Company as machinist, and worked at his trade in that place and Ferrysburg for ten years. By economy and industry he was, in 1877, enabled to start in business on his own account, associating in the business Mr. Bryce, and this was known as the firm of Bryce &

Bloecker, they carrying on a general machinist's and engine-building trade until 1881, when the establishment was destroyed by fire. This did not dampen Mr. Bloecker's industrial ardor, however, and he immediately resumed business, after building a new shop, under the firm name of Bryce, Bloecker & Co., this title remaining in force for two years, when Mr. Bryce sold his stock, and the title was changed to Henry Bloecker & Co., the new members of the company being H. B. and Christian Gallmeyer. Business was thus conducted until 1889, when Mr. Bloecker bought out both of his partners and carried on the business alone until March 20, 1895, when he was appointed United States local inspector of boilers for the Grand Haven district, an office which he was eminently qualified to fill, and which he held for some time.

During the time that he carried on the machine shop Mr. Bloecker built and brought out the engines of the steamers Lora, A. R. Colburn, Douglass, George D. Sanford, Jr., Charles McVea, Frank Woods, Joseph C. Suit, R. C. Reid, H. A. Root, Richmond, A. S. Krouse, Saugatuck, Kalamazoo, City of Kalamazoo, Lorain L., McCormick, Myrty M. Ross, S. K. Martin, Tempest, A. D. Hayward, Mark B. Covell, John Pauley, Alice, Columbia, Columbia No. 2, Frank P. Geiken, Thomas W. Frayant, Lou A. Cummings, S. C. Hall, Frances Hinton, Bruce, River Queen, Teora, Anna, M. E. B. A., J. W. Calister, Alice M. Gill, T. W. Scott, Crescent and many others.

Socially, Mr. Bloecker is a Royal Arch Mason, and a member of the Beneficial Order of the Maccabees.

On April 17, 1868, Henry Bloecker was wedded to Miss Mary Glazat, daughter of Herman and Caroline Glazat, of Grand Haven, Mich. The children born to this union are Hugo, Fred, Robert, Paul, Emma, Ernest and Henry. The family homestead is in Grand Haven, Michigan.

T. C. LUTZ, secretary and treasurer of the Hausler & Lutz Towing & Dock Co., No. 9392 Ewing avenue, South Chicago, is one of the well-known and self-made marine men of Lake Michigan. His father was a

fisherman, and with that example before him it was natural for our subject to drift into the lake service. He began in the "free hold" of a vessel, and whatever success he has attained by his energy and ability is due wholly to himself.

The Hausler & Lutz Towing & Dock Co. owns the only line of tugboats in South Chicago, and the four craft which the firm owns and operates are the tugs T. C. Lutz, M. G. Hausler, Chas. Halladay and C. W. Elphicke. Of these the Lutz is the largest and most powerful tug on fresh water. The company not only engages in the towing business, but also conducts large and successful operations in dredging, docking, pile driving, building foundations, bridges, etc.

Mr. Lutz was born in Sheboygan county, Wis., in 1858, and is a son of John and Margaret (Schumach) Lutz, natives of Germany, who emigrated to America early in life, the father coming at the age of thirteen years. He was reared in Wisconsin, married there and became a fisherman. His wife, the mother of our subject, died at Sheboygan, and since then the father removed to Escanaba, where he now lives. Our subject was educated at Sheboygan, but early in life he assisted his father with the fishing boats. At the age of seventeen he started out in life for himself, and took to the lakes. He began at the bottom, and has worked up to the command of vessels and their ownership also.

In 1875 Mr. Lutz, then only a boy of seventeen, started in the tug business at Michigan City, and with him was associated A. D. Campbell. One of our subject's tugs, the Anna C. Waters, burned and sank between Chicago and Michigan City in 1885, proving a total loss, but losing no lives in the disaster. Mr. Lutz also owned and operated an extensive fishing plant at Michigan City, which was destroyed by fire in 1889. He was also financially interested in a fish-freezing plant at St. Joseph, Mich., the second plant of the kind in this country. In 1896 Mr. Lutz moved to Chicago. For some years previous he had formed business relations there, and had taken the contract to build all dockage and similar work at the World's Fair. At

Jackson Park he had at the time a force of 500 men engaged under him. This contract work extended through the years 1891-92-93. When he left Michigan City one of the tugs owned by Lutz and Campbell was sold to B. B. Inman. The Pearl B. Campbell was lost off Marquette in the fall of 1895.

In 1885 Mr. Lutz was married to Miss Gertrude W. Wells, in St. Joseph, Mich., and to this union one child, Julia, has been born. Socially, Mr. Lutz is a member of Windsor Park Lodge No. 836, F. & A. M., and is also a member of the Chapter and Commandery, and of Medinah Temple. He has prospered in business, and is a thorough lake man. He has shown ability in the management of men, and in the extensive work in which his firm is constantly engaged a large number of hands are daily employed. His acquaintanceship with vessel men is very large, and all know him as an efficient and prominent representative of the Great Lakes.

CAPTAIN WILLIAM C. BURNETT, a well-known master of the lake craft, the principal part of whose marine life has been spent in the difficult task of handling tugs successfully, has many of the characteristics of his sturdy Scotch ancestors. He was born on the island of St. Vincent, one of the British West Indies, a son of John and Jeannette (Jackson) Burnett, the former a native of Aberdeenshire, Scotland, the latter born in St. Vincent and a descendant of the Jacksons, of Bristol, England. The parents became acquainted and were married, however, on St. Vincent, the father being overseer of an extensive sugar plantation there. Six years after their marriage, and when our subject was but six months of age, they removed to Bradford, Ontario, Canada, where they resided about twenty years, and where the father became station master for the Northern railroad, and it was here that the son, William C., acquired his public-school education.

When he was but ten years of age he ran away from home, and being a sturdy, well-grown lad, he found employment as ferry boy on Buffalo creek, his boat plying

between the foot of Main street and the Richmond elevator, the scene of the earlier efforts of many of the lake captains. During the entire season of 1867 he was engaged as lineman on the tug Bryant. That winter he returned home and entered the employ of Thompson Smith & Sons, lumber dealers, and during the next seven years was engaged in different capacities on the various tugs owned by that firm, towing and rafting on Lake Simcoe. During this period he acted as master or engineer, as occasion required, on the tugs S. H. Hathaway, Simcoe, Isabella and Victoria, all Canadian bottoms.

In the spring of 1877 Captain Burnett came to the United States, located at Cheboygan, Mich., and being still in the employ of Thompson Smith & Sons, accepted an engineer's berth on the tug Charles L. Decunick, a light-draft boat of peculiar construction, somewhat after the style of river steamers, but a good rafting boat. On receiving his American license he assumed command of the Decunick, and sailed her seven consecutive seasons. In the spring of 1885 he was appointed master of the tug George W. Wood, doing harbor tugging. During the winter of 1882-83 he superintended the construction of the tug Duncan City, brought her out new in the spring and sailed her seven years, doing a profitable business, and in the fall of 1890 he went to Cleveland, having been appointed mate on the schooner Wadena, on which he closed the season.

In the spring of 1891 Captain Burnett was made chief engineer of the lake tug Constitution, owned and sailed by Capt. John Lundy, passing two years towing on the Sault river. It was in the spring of 1893 that the Captain went to Duluth, where he entered the employ of Commodore B. B. Inman, as master of the tug Pearl Campbell, which, it will be remembered, was lost some time later, with all hands, off Keweenaw Point, Lake Superior. In 1894 he was transferred to the tug Joe Dudley as master, and sailed her two years. He then sailed the tug M. D. Carrington two seasons, and in the spring of 1898 was appointed master of the tug L. L. Lyon, remaining on her the entire season. He has seventeen

issues of master's license, and fourteen of engineer's.

Fraternally, Captain Burnett is a Master Mason, belonging to the Blue Lodge, No. 283, Cheboygan, Mich.; a member of the Independent Order of Odd Fellows, and the Independent Order of Foresters. He makes his home when off duty at Cheboygan.

CAPTAIN GEORGE E. KING is the son of Capt. George W. and Julia (Causley) King, and was born at Courtright, Ontario, April 3, 1851. The father was a well-known tug and vessel owner, as well as master on the Saginaw river and bay many years. His first experience as a sailor was the placing of a ferry boat on the St. Clair river between the villages of Courtright and St. Clair. He built the Traffic, which he afterward took to Bay City and put in the machinery, making a side-wheel steamer of her, and used her in towing on the Saginaw river and bay. He also owned and operated the tug John Lathrop.

After sailing these boats he purchased the side-wheel steamer Canada, which he used for towing purposes on the Saginaw. He established the first steam ferry on the Saginaw river between Bay City and West Bay City, at the place now spanned by the Third street bridge. This steam craft consisted of two scows lashed together and planked over, a paddle-wheel running in the water between the two scows, and made quite a novel ferry boat for the transportation of teams and passengers, but answered the purpose at that time to a charm.

Captain King, in partnership with Edward Parks, also owned the tug Tiger, which was used in towing. After she was destroyed by fire, he sold his vessel property and purchased a farm in the suburbs of West Bay City, which he worked for ten years. Upon his return to marine business he bought the tug Hercules, which he sailed four years, and then traded her for the tug E. Haight; later buying the tug George B. Dickson in company with John Powell, thus forming the nucleus of a tug line, consisting of the two just mentioned, the O. W. Cheney, Thomas Maytham, T. M. Moore, Fanny Tuthill, and Hunter, of which line

he was superintendent about two years. After this combination was dissolved he and Capt. Thomas Lester operated the tug T. M. Moore, George B. Dickson and E. Haight two years, after which he became manager and owner of the Dickson, then sold her to J. R. Irwin, of Fairport; he purchased the barge Roscoe and Montmorency, sailing the latter up to the time of his death, which occurred November 18, 1896, when he was aged sixty-seven years.

Capt. George E. King, his son and the subject of this sketch, acquired his public-school education in the schools of West Bay City, and his first lesson as a sailor was with his father at the age of fifteen years, on the side-wheel steamer Kennedy, as deckhand. The next season he shipped on the tug Tiger, followed by a term before the mast on the schooner Melvina and other schooners out of Chicago, and then put in some time on the tug Hercules. After securing his license he shipped as mate with Capt. J. Pringle on the tug Sol. S. Ramage, following this with an appointment as master of the tug E. Haight, and sailed her four seasons, followed by one in the George B. Dickson, and five years as master of the O. W. Cheney. After the Cheney was sold he went on her as mate, with Capt. Harvey Kendall, on the St. Clair river. In the spring of 1884 he went to Cleveland and entered the employ of Capt. Patrick Smith as master of the tug Maggie Sanborn, and during the three seasons he was with that line sailed the tugs S. S. Stone and James Amadeus. He was also master of the sand-sucker Alice Strong at Cleveland. He then went to work for the Creach Tug Company and sailed the tugs W. D. Cushing, Allie May and others. In the spring of 1891 he was appointed master of the passenger steamer Ossifrage, which he took to Bay City and then to Detroit, when he put her on a route between that city and the island of Descheshaska in the excursion business. The next season he joined as mate the passenger steamer Laura, plying between St. Joseph and Milwaukee. The Captain passed the next four seasons as master on the tug Argyle, raft towing on the Georgian Bay and Saginaw river. In the spring of

1898 he entered the employ of the Reed Wrecking and Towing Company as master of the steamer Protector.

Socially, he is a member of the American Association of Masters and Pilots of Steam Vessels, and a Knight of the Macabees.

Captain King was wedded to Miss Sarah A., daughter of Isaac and Hannah Preston, of West Bay City. Their children are Ettie, the wife of Noble Oram, of Cleveland; and Cora, the wife of Clyde Mann, of West Bay City. The Captain's grandchildren are George Oram and Sarah A. Mann. The family residence is at No. 301 North Center street, West Bay City, Michigan.

JAMES D. MITCHELL, who holds the position of engineer on the City of Genoa, is the son of John and Harriet (Brown) Mitchell, and was born March 20, 1860. The father was born in Canada, and died in Marine City, in April, 1887, having spent most of his life as a farmer and live-stock dealer. He was employed by the government during the war as an agent for the purpose of purchasing horses. Mrs. Mitchell, a native of Marine City, is still living.

The subject of this sketch is a member of a family of eight children, all of whom are living: Martha, the eldest, is married to George Arnold, and resides in Cleveland, Ohio; John is a sailor, having held the position of mate on the George Spencer during the season of 1896; Henry officiated as second engineer on the City of Genoa during the season of 1898; and Martin, his brother, filled a like berth on the Philip Minch in 1898; and Hattie, Susie and Millie are still single.

James D. Mitchell attended school at his native place until his eighteenth year, when he chose the marine life to which he has devoted himself since that time. His first experience was upon the D. F. Rose, acting as deckhand. Here he remained only a part of a season, however, and then finished the year as fireman on the D. W. Powers. The following season was spent on the Burlington as fireman, from which vessel he went on to the V. H. Ketcham, and remained one year. He then went to

Chicago, and after acting as fireman on the tug Robert Tarrant for part of a season, he obtained a license and came on the Belle Cross as second engineer, after which he transferred to the Cleveland, and where he acted as second engineer for one season, and the following year remained on shore, being employed as engineer by Roberts & Lester, of Marine City. The position of chief engineer was then given him on the C. H. Wells, and he there remained one season, coming the following year on the Temple Emery as second engineer. Upon the John C. Pringle and Siberia he acted as second engineer, and then as chief on the Nashua; next season as second engineer on the J. C. Gilchrist, and afterward was chief on the John Craig for two years. In 1892 he came to the City of Genoa, holding this position six consecutive seasons.

On December 20, 1882, Mr. Mitchell was married to Miss Eliza J. Boshaw, of Marine City. They have two children: Vernice L. and Hazel C., both of whom are in school. Mr. Mitchell is a charter member of the M. E. B. A. at Marine City, and is well known to a large number of lake-faring men, having filled several positions requiring experience and a thorough knowledge of marine work, always to the satisfaction of his employers, by whom he is held in high esteem.

CAPTAIN JAMES B. MITCHELL, master of the schooner Nellie Mason during the season of 1898, and residing at Starrville, St. Clair county, Mich., is a native of that State, having been born in 1847, in Jackson. He is a son of Elisha and Elizabeth Mitchell, highly respected farming people, the father a native of New York State, and the mother of Yorkshire, England.

Captain Mitchell was reared on the farm, and received his education in the public schools of his native State. Entertaining a preference, however, for the life of a sailor, at the age of eighteen years he commenced his lake career on the schooner Challenge, on which vessel he remained some ten years, in various capacities. For the past quarter of a century he has been captain of many vessels.

In 1870 Captain Mitchell was married to Miss Sarah Jane Walkerdine, and seven children have been born to them, their names and dates of birth being as follows: Burton, 1871; Dana, 1873; Ione, 1876; George, 1877; Richard, 1879; Belle, 1881, and Iva, 1887. Captain and Mrs. Mitchell are members of the Methodist Church, and in politics he is a Democrat.

CAPTAIN LAWRENCE DISTEL was born September 18, 1858, at Irving, N. Y., where he attended the public schools until he was fourteen years of age, when he went as an apprentice to learn the carriage-making trade, at which he worked about two years, but his fondness for a life on the water lured him from the shop to the boat. In 1876 young Distel engaged in the finishing business out of Irving for two years, after which he went to Fairport to engage in the same business, remaining two more years. He then shipped on the schooner H. R. Newcomb until fall.

On July 4, 1880, Mr. Distel entered the United States life-saving service at Fairport station as surfman, where he remained two years. During his term of service at Fairport, the life-savers rescued the crews of the barges N. M. Standard and Mary Stockton, and the schooners Negaunee and H. A. Lamar, all ashore and flying signals of distress, at various times, Surfman Distel displaying activity and bravery. On March 20, 1882, he was transferred to the Buffalo life-saving station, but without many episodes to mark the time, there being but two calls for the service of the life-saving crew, one from the schooner Groton, and the other to take off the crew of the P. S. Marsh. At the close of navigation Surfman Distel found employment on the Buffalo & Southwestern railroad, where he remained all winter.

In the spring of 1883, Surfman Distel shipped at the Cleveland station with Capt. C. C. Goodwin, and all went well until May 22, when some of the cribs intended for the construction of the west breakwater were torn away by the violence of the gale, and a tug and the life crew went out to recover them. Mr. Distel, who was standing on the

crib, in order to avoid the tow line of the tug, stepped on a cross plank which broke, and he was thrown into the pocket of the crib, and the plank following him broke his leg, which laid him up for four months. Soon after he returned to duty the schooner Sophia Minch hoisted signals of distress off the mouth of the river, and went to anchor. Two tugs with Captain Goodwin and part of his crew went to her assistance. The Captain and his crew boarded the Minch, leaving Surfman Distel on the tug to handle the lines. After parting the tow line several times the tugs found they could do nothing with the schooner, so great was the violence of the gale, and ran behind the breakwater for shelter. The schooner was scuttled to keep her from drifting on to the rocks, and the crew took to the rigging. Surfman Distel, who had landed from the tug, acted promptly. The beach gear was taken abreast of the sunken vessel. The first shot from the mortar, aimed by Surfman Distel, was successful and the breeches-buoy hauled off. Captain Goodwin was the first man to come ashore to direct operations, followed by all those in the fore-rigging except Surfman Hatch, who remained to assist two men in the mizzen rigging. Another shot from the mortar put a line into the mizzen rigging, and the three men came ashore, sixteen in all, Surfman Hatch being the last. This episode is related to show that by the promptness and courage of Surfman Distel, aided by a volunteer crew, sixteen men were taken off a sunken vessel in the face of a terrific gale.

The other vessels from which the crews were rescued at the Cleveland station were the tug American Eagle, which was on fire, the schooner John B. Merrell and the barge J. T. Johnson. The crew also went to the assistance of the schooners Erastus Corning, Emma C. Hutchinson, Zach Chandler, General Burnside and David Vance. These vessels were all brought safely into port. During the operations Surfman Distel acted with courage and judgment, as did the entire crew, and at the close of the station each member was presented with a first-class United States gold medal for saving life at extreme hazard.

By diving Mr. Distel has saved five lives from drowning, three boys and two men. On one occasion he nearly lost his own life. He saw a boy's hat floating, and dived for the person who had occupied the hat, and when he came up he had two boys. One of the little fellows had crawled upon his back and clutched his throat with both hands so that he could not recover himself, and was sinking with both boys when Deloss Hayden, the lighthouse-keeper, who was passing, saw the danger and swam to his assistance. It is for such brave deeds as the foregoing that the United States Government gave Captain Distel his first-class gold life-saving medal.

In 1888 he resigned his position as No. 1 surfman at the Cleveland station to accept a position as special policeman in the Society for Savings Bank, where he remained until the spring of 1893. On April 1, 1893, he was appointed by the government as keeper or captain of the Cleveland life-saving station, *vice* Capt. C. C. Goodwin, deceased. During the flood which occurred in the Cuyahoga river in the spring of 1893, while the lifeboat crew were going to a rescue, the boat capsized and four of the surfmen were drowned. Captain Distel on this occasion came nearly losing his life, and was in the icy waters two hours almost unconscious before he was rescued. After a long and serious illness which resulted from the above exposure and other permanent injuries received in the life-saving service, in the line of duty, he found that his health had been so impaired that it became necessary the following spring for him to resign his position as keeper of the station.

In 1886, at Cleveland, Ohio, Captain Distel was united in marriage to Miss Mattie H. Goodwin, daughter of Capt. C. C. Goodwin. Mrs. Distel is also a sailor, having been born aboard her father's boat, the brig Commerce. Two children have been born to this union: Irvington W. and Genevieve.

DOUGLASS H. STEWART, who for several years was the efficient marine reporter at Detroit, Mich., and of whom it has often

been said, with truth, that no boat ever went too fast for him on the river, was born at Harsons Island, St. Clair river, August 14, 1862. He obtained his education at the common schools of the island, and at the age of sixteen years went sailing as lookout on the steamer *Empire State*, after a year's service on her changing to the steamer *James Davidson*, upon which he remained four years—in the capacity of lookout one year and as wheelsman three years. He now went to Detroit and applied to Captain Coyne, local inspector, for papers as pilot, but after the required examination they were withheld because of color blindness. Mr. Stewart then became marine reporter at Detroit river, being located in the office with Capt. J. W. Westcott, and while thus engaged he was also agent for the *Marine Record*, of Cleveland, Ohio, and the *Cleveland Leader* and *Plain Dealer*, the *Detroit Free Press* and *Tribune*, and as correspondent for the *Marine Record*, *Chicago Inter Ocean* and many other morning papers in the different cities upon the lake shores. Besides attending to these occupations he delivered messages changing the destination of vessels carrying cargoes to lower lake ports. In the fall of 1886 he entered the employ of the *Globe Iron Works Company*, as machinist, and remained with them three years. In 1890 he was appointed captain of the Superior street viaduct, at Cleveland, Ohio, under the Mayor Rose administration, holding that position two years to the satisfaction of all concerned. In 1893 he started in the electric business with J. S. Moses, and in April, 1895, in company with C. H. Estinghouse and E. L. Warner, became a member of the corporation known as the *Electric Supplies & Construction Co.*, with which he has since been connected.

Mr. Stewart is a Chapter Mason, being a member of Bigelow Lodge; of the U. O. A. W., and of the I. O. O. F., at present serving as deputy grand master of the Odd Fellows of the district of Cleveland; he also belongs to the encampment and uniform rank. On August 25, 1886, he was married to Julia E. Guest, of Cleveland, Ohio, and they have one child, Earl D. Stewart.

CAPTAIN TRUMAN MOORE is a prominent and public-spirited citizen of Lorain, Ohio, and a descendant of a long line of shipbuilders and master mariners. He is a son of Theron and Delia Ann (Case) Moore, the other members of his father's family being Menzies (for a long time lake captain, but now deceased), Leonard (who was also a sailor, but now retired from the lakes), Elmina (now the wife of Thomas Gawn, a wealthy ship and land owner of Lorain), Amelia (the widow of Capt. John Farragher), Melvina (who died young), Maria (the wife of Mr. Pointon), Lotta (now Mrs. Burt Briggs), Rowena (now the wife of Theron Merrey, of Cleveland), Burt (who died young), and Mary (wife of Arthur Jewett, a prominent druggist of Cleveland). The vessels built by the father were the *Flat Foot*, *Rowena* and *Almina*, all of which he sailed as master. He also laid down the schooner *Rambler*, but sold her on the stocks before she was completed. He was a pioneer of Sheffield township, Lorain county, and was possessed of a large farm where Truman, the subject of this article, was born, December 1, 1844. Truman acquired a district-school education, attending during the winter months, and working with his father on the farm during the summer seasons.

In the spring of 1860 he adopted the life of a sailor, going with his brother, Menzies, on the scow *Rowena*, and from that period until the fall of 1875 he sailed as seaman and mate on various vessels, among which may be mentioned the schooner *H. D. Root*, *George W. Holt*, *Cousin Mary* (of which he was mate); he was also mate on the vessels *Oza*, *Lime Rock* and *W. S. Lyons*, the schooners *H. D. Root* and *C. F. Allen*, all of which vessels his father and elder brother owned. In the meantime his brother purchased a hop farm, and in 1876 Truman stopped ashore and worked in the hop vineyard, being employed in this occupation two years with good results.

In 1878 Captain Moore bought the scow *Mona*, and sailed her one season. He then sold her, and purchased the scow *Growler*, which he sailed two seasons. In the spring of 1881 he joined the schooner *Q. A. Gil-*

mour, as mate, with his brother. The next year he bought out the interests of the several heirs in the homestead in Sheffield township, and conducted the farm successfully for three years. Thoughts of wind and wave and the limpid waters of the lakes proved too alluring for the continuance of the life on shore, and in 1885 he purchased the schooner Monticello, and sailed her three seasons. After selling her he purchased the schooner Alice B. Norris, built by Wolf & Davidson, at Milwaukee, in 1872, and sailed her as master. The Norris was about 600 tons burden, and considered a smart schooner in those days; she was valued at \$23,000. In the spring of 1889 he brought out the schooner Henry W. Sage, which he had purchased the previous winter, and sailed her until November 25, when he lost her in the great storm known as the Thanksgiving gale, in which more vessels were lost or stranded than in any other single storm in the history of the lakes. The Sage was built in Wenona by Boston, in 1875, and was valued at \$30,000.

In the spring of 1890 Captain Moore purchased the schooner Kate Winslow, and after sailing her successfully three seasons he sold her and turned his attention to steamboats, the first propeller of which he was master being the R. R. Rhodes, a 1,285-ton boat, built by Quayle's Sons in Cleveland, sailing her two seasons. In the spring of 1895 he was appointed to the command of the steamer N. K. Fairbank, owned by Capt. John Moore, of Cleveland. This boat was destroyed by fire on Lake Erie early in the summer. The crew reached shore at Gravelly Bay in the yawl boats without further casualty. In August of the same year he became master of the steamer Louisiana, owned by the same party, and sailed her with good business success until the close of 1897, again assuming command of her in the spring of 1898.

Captain Moore was united in marriage to Miss Esther, daughter of William Carran, of Sheffield township, Lorain county, by whom he has three children. His son, William E., was mate on the steamer Nahant when she was destroyed by fire in

1897; his daughter Rowena is the wife of Mark Jones; and Etta lives at home with her father. Some years after the death of his first wife Captain Moore, in 1881, chose for his second wife Mrs. Rosa E. Rice, daughter of William Green, of Spencer township, Lorain Co., Ohio. Fraternally our subject is a member of the beneficial orders of the Royal Arcanum and the Knights of the Maccabees. The family occupy a spacious homestead recently built by the Captain on Erie street, Lorain, Ohio.

DAVID A. BLACK. The marine life of this gentleman has been marked with no shipwreck or experience of a serious nature. Gradually he has worked his way up the ladder of marine engineering till he has reached the berth of chief engineer of the Maricopa, a position which speaks for itself. All of his active life has been spent in preparation for his trade and its fulfillment, and he is a devoted follower of his chosen calling.

Mr. Black was born in Hamilton, Ontario, the son of David and Isabella (Arnott) Black. In his infancy his parents removed to Flamboro, Ontario, and there he lived until sixteen years old, at which age he went to Dundas, same Province, and entered the machine department of Gartshore's foundry. There he served four years, after which he was employed about two years at the same place and then removed to Goderich, Ontario, and purchased an interest in a foundry there; which venture proved unsuccessful, and he began sailing. He first went on the pleasure yacht Tommy Wright as engineer, and then served in the same capacity on the tug Maytham. He next became second engineer on the Tecumseh, of Chatham, acting as such for two seasons and then for one season as chief. He now moved to Detroit, Mich., becoming a citizen of the United States, and shipped as chief engineer of the steamer Kershaw one season, from which he came to the passenger steamer Saginaw Valley, and remained two seasons. After three years spent in the W. L. Frost he went to the F. W. Wheeler, which was new, for one season, and then in the sea-

sons closely following brought out the steamers Mecosta, Tampa, Pioneer and Selwyn Eddy, all new. For one season following he was with the Detroit, Belle Isle & Windsor Ferry line, on the steamer Promise, from which he transferred to the Minnesota Steamship line on the steamer Marina. Upon this boat he spent the season of 1895, and continued on her until October 20, 1896, when he went on the Maricopa, of the same line, for the balance of the season.

Mr. Black was married to Georgina Pirie, of Guelph, Ontario, and to this union were born: Annie Maud, Alice Mabel, Ada Jacquelin, Hattie Florence, Alex Aitken and George Arnott, all of whom are living at home but Annie Maud, who died at the age of five years. Socially Mr. Black is a member of Detroit Lodge No. 2, F. & A. M., the M. E. B. A., No. 3, and Peninsular Lodge No. 12, A. O. U. W., of Detroit.

CAPTAIN GILBERT TOWNSEND, son of John T. and Ann Townsend, was born in 1832 at Fort Niagara, N. Y. His father was a regular-army soldier for forty years, and served with some distinction throughout the Black Hawk war, attaining the rank of first sergeant. After his enlistment the family removed from Sacket's Harbor to Fort Niagara, N. Y., and in 1834 removed to Fort Gratiot, Michigan.

There Capt. Gilbert Townsend attended the public schools for a short time, and at the age of twelve years he commenced sailing in the small vessels of those days. He soon attained to the position of master of the schooner Seabird, which had a capacity of 8,000 bushels of wheat; followed by similar appointments on the schooners Fitz-Hugh, J. G. Masten, and many other vessels of like tonnage. He spent the latter part of his active life as mate on various steamers, rounding up a period of forty-two years on the lakes. He sailed into Chicago harbor when there were no piers or lights as aids to navigation. The only lights at that time placed by the government were at Fort Gratiot, Thunder Bay and on the Bobloë islands. He usually laid up his vessel at Chicago during the winter, if she was not

frozen up in the straits near St. Helena. He mentions many episodes of a like nature, which the lake mariner of the present day does not have to contend with. On one occasion in trying to put into the Buffalo harbor he was wrecked on the breakwater during the prevalence of a lively gale. At present he is engaged in the lumber business.

In 1856, Captain Townsend wedded Miss Adelia, daughter of Captain Henry Robertson, of Algonac, Mich., and seven children were born to them: Mary, who died young; Captain Bernard D.; Captain Hoyt H.; Engineer Marshall B.; Captain C. Owen; Nellie A. and Josie E.

CAPTAIN F. O. BURROWS. Few names are connected more closely with the marine work of the lakes than that of Captain Burrows, who has been shipmaster and also engineer for many years, holding papers for either duty, and serving in either as the opportunity presented itself. He was born March 24, 1838, at Olmstead, Ohio, and is a son of Orlando and Abigail (Ames) Burrows, both natives of Massachusetts. Orlando Burrows spent the greater part of his life as a millwright, coming to Ohio in 1834, and dying in Cleveland in 1886. Captain Burrows is a member of a family of five children; the others being: O. B., E. C., Ellen Elizabeth (wife of H. Larkin), and Marie P. (unmarried), all of whom reside in Cleveland.

At his native place Captain Burrows lived but four years when his parents removed to Dover, and then, in 1853, moved to Cleveland, where he has since made his home. In 1856 he sailed out of Cleveland on the D. P. Rhodes, as fireman, and soon afterward served in the same capacity on the propeller Manhattan. He then came off the water for a period of three years and was employed by Orsemas Sherwood, who was engaged in pile driving and dock work in Cleveland. At this time he built the steamer Ella Burrows, and upon it acted as engineer, four years, operating in freight trade on Lake Erie, then going on the same as master, and running on Grand Traverse bay in the passenger service. He later

took the machinery out of this boat and made a barge of her, and put the machinery in a new boat called the H. C. Schnoor. On this he sailed twelve years and then sold her, after which he entered the employ of the Republic Iron Company. Upon the steamer *Specular* he spent two seasons as engineer and then came to the J. C. Lockwood in the same capacity one season, after which he came off the lakes and was employed as engineer of the Merchants Bank & Storage Company. On returning to the lakes, he was chief engineer of the steamer A. L. Hopkins for one season. In the employ of the Cleveland Athletic Club he acted as engineer for a short time, and remained two years as superintendent, and in 1896 resumed the marine occupation by going on the steamer *Marquette* as engineer.

On March 19, 1872, Captain Burrows was married to Miss Ella Rushmore, of Michigan. They have one child, Jay H., who is a dentist, and resides in Cleveland.

CAPTAIN BERNARD W. MORGAN has been a lake mariner for thirty-eight years in the various capacities from boy to mate and master. At this writing he is with Boutell & Smith as master of the fine steamtug *Charlton*, a Canadian bottom which that firm operates in their raft-towing business. Captain Morgan was born in Belfast, Ireland, January 14, 1848, and is a son of John and Catherine (McManus) Morgan. The father was a British soldier for twelve years, and was assigned to the East India Company's troops, doing garrison duty at Matamoros, Bombay and other East India stations. He was honorably discharged from service on account of rheumatism, and removed to America in 1851, locating at Penetanguishene, Ontario, where Bernard acquired his primary education.

It was in 1860 that Captain Morgan began sailing as boy in the schooner *Wilson*, of Goderich, Ontario, with Captain Spence, and the next two years he shipped before the mast in the American vessel *Mary Ann Hurlburt*, which was chartered by the government and engaged in carrying to the Indians their annuities in money and sup-

plies; General Webb, of Bayfield, Wis., was the Indian agent at that time over the Lake Superior reservations. At the end of two seasons our subject was made mate, and in the spring of 1865 he was advanced to the position of master, sailing the *Mary Ann Hurlburt* until the expiration of the treaty with the Indians, in July, 1866, when he was appointed second mate of the propeller *Favorite*, trading between Marquette and Portage Lake. That winter his steamer laid up in Chicago, and he paid a visit to his parents in Canada. In 1867 he came out as mate in the H. P. Murray, which was new, retaining that berth two seasons. The next spring he joined the *Delaware* as mate with Captain Cotton, and remained in her until the fall of 1871, followed by a season as mate of the tug *Minnie Hall*, towing out of Bing Inlet for the Georgian Bay Lumber Company. In 1873 he was second mate in the tug *Wales*, closing as mate in the schooner *Maple Leaf*; in 1874, was master on the schooner *Elizabeth*; 1875, mate on the schooner *Prince Edward*, of Picton, Ontario; 1876, master of the schooner *Phoebe-Catherine*; 1877, mate of the passenger steamer *Magnatawan*, plying between Bing Inlet, Collingwood, Midland, Waubaushene and other ports; 1878, mate of the barge *Hotchkiss*; 1879, master of the *Mary Back*. In the spring of 1880 Captain Morgan entered the employ of the Collingwood Towing & Wrecking Co., as master of the lake tug *Mary Ann*, which he sailed three seasons, when she was sold, and he shipped as mate of the schooner *Sligo*. In the spring of 1884 he was again appointed master of the *Mary Ann*, and sailed her four seasons for Marks & Coe, of Port Arthur. In 1888 he was appointed mate of the steamer *Chamberlin*, but closed the season as mate in the schooner *Moravia*, passing the next season in the *Minnehaha*, and in 1890 he joined the steamer *Charlemagne Tower* as mate. In the spring of 1891 he entered the employ of the Saginaw Bay Towing Company as master on the lake tug *Charlton*, and has continued in command of her, giving the utmost satisfaction, never having lost a raft or put his fine boat into trouble

of any nature during the twenty-five years he has been engaged in that difficult branch of lake marine. He is a member of the beneficial order of the Maccabees.

Captain Morgan married Miss Agnes, daughter of Dennis and Margaret Hurley, of Penetanguishine, Ont. The family home-
stead is at No. 1111 Litchfield street, West Bay City, Michigan.

CAPTAIN JOHN D. MULLEN, master of the *George Presley*, was born December 17, 1842, in Rome, N. Y., but since the age of fifteen years has made his home in Cleveland. The Mullen family is of Irish origin, and was early founded in New York State, where the Captain's father, Daniel Mullen, spent the greater part of his life as a dry-goods merchant. The grandfather, James Mullen, was master of a salt-water vessel, and had two sons who also followed the sea.

After locating in Cleveland, the subject of this sketch turned his attention to marine pursuits. His first trip on the lakes was as boy on the *Leo*, in which capacity he served for two years, and then spent one season on the *Prince of Peace* as able seaman. He was next employed one year on the *W. H. Willard* and the *Mary and Lucy* as seaman, and in 1862 was given command of the *Seabird*, where he remained for two seasons. For the same length of time he was then on the *Buckingham*, and after two years on the *Butcher Boy*, he spent ten seasons on the *Emma C. Hutchinson* and five on the *Magnetic*. He commanded the *Republic* two years and the *Calumet* one season, and then purchased an interest in the *H. B. Tuttle*, which he sailed for four years. Afterward he purchased an interest in the *Nahant*, which he still retains, and sailed her for two years. The following season he was on the *Quito*, and in 1896 was given command of the *George Presley*, with which he is still connected.

On December 29, 1861, Captain Mullen was married to Miss Annie Riley, of Cleveland, who died January 26, 1893, leaving two daughters, Nellie and Emma, who are still with their father. He has been very fortunate in his life upon the lakes, having

never met with any very serious accidents or shipwrecks, and not only has the confidence and respect of his employers, but also the high regard of all with whom he comes in contact.

THOMAS H. WELSH takes high rank among the chief engineers on the Great Lakes, than whom there is no better class of skilled mechanics afloat. He has in a remarkable degree, that evenness of temper, keenness of insight, good judgment and steady, even poise which enable him naturally and easily to carry out the duties of an engineer in charge of the complicated machinery of a modern steamboat like the *Centurion*, which he has engineered successfully for two seasons, and to which he has been assigned for the season of 1898. He is the son of Thomas and Mary (Burns) Welsh, and was born in New York City, January 29, 1852. His education was acquired in the common schools, after which he went to work in the shop with his father, who was a machinist and a blacksmith, and had followed the course of empire to the West, locating in Sarnia, Ontario.

It was in the spring of 1873 that Mr. Welsh, the subject of this sketch, began his career on the lakes, shipping as fireman on the Canadian steamer *Ontario*, of the *Beatty Transportation Company*, holding that berth two seasons, followed by a season as oiler on the same steamer. He then applied for and received engineer's license from the Canadian Government, and in the fall of 1877 was appointed second engineer on the *Ontario*. In 1878 he moved to Port Huron, and as he had been born in the United States, he took the examination and was granted a license by this government, and was appointed second engineer of the steamer *Sanilac*, retaining that berth three seasons. During the seasons of 1881-82 he was second engineer of the steamer *Saginaw Valley*. This was followed by a season on the steamer *Walter L. Frost* in the same capacity, and in the spring of 1885 he was advanced to the position of chief in the *Walter L. Frost*, and engineered her four seasons.

Mr. Welsh passed the season of 1890 as chief engineer of the *James R. Langdon*, and the next spring took charge of the machinery of the steamer *Iosco*, which office he held until the spring of 1896, when he was appointed chief engineer of the fine steamer *Centurion*, remaining in her until the close of the season of 1897 and laying her up. Mr. Welsh is an industrious and zealous worker, and during the winter months he is usually engaged in superintending repair work on the various steamers moored at Port Huron.

Fraternally he is a member of the Marine Engineers Beneficial Association, the Knights of Pythias and the Independent Order of Foresters.

WILLIAM J. GERVIN was born near Perth, County of Lanark, Ontario, March 18, 1849. His father was William Gervin, and his mother before marriage was Elizabeth Brooks. He had one brother, George Gervin, and in 1860, his parents having previously died, he went to Syracuse, N. Y., to live with his uncle, Thomas Gervin. He learned the trade of machinist, and in 1870 shipped as engineer of the tug *Gates*, of Oswego. For the next three years he was second engineer on the Northern Transportation Company's steamers *Granite State*, *Young American* and *Cleveland*.

He went to Detroit in March, 1874, and put in that and the next two seasons on the *Winona* as assistant engineer. For the next three years he was chief engineer of the *Gazelle*, and then worked one season as chief engineer of the *Riversides*, next becoming chief engineer of the *Rhoda Stewart*, on which he remained three seasons. Then he ran the engines of the *Saginaw Valley* for two seasons, and for the following two seasons he went on the *Minneapolis* as engineer. In 1887 he took charge of the engine room of the *Smith Moore*, and was with her that season and the next until she sank July 13, back of Grand island in Lake Superior. He then went out as chief of the *Waldo Avery*, and finished the season on her. For the next six years he was chief engineer of the *Frank L. Vance*, after which he transferred his services to the steamship

Globe. From July 11 to December 24, 1897, he was chief engineer on the steamer *Crescent City*, and in 1898 was chief engineer of the steamer *Henry Cort* of the *Bessemer Steamship Company*.

On December 17, 1872, Mr. Gervin was married to Elizabeth Mills, a daughter of Richard Mills, of Ogdensburg, N. Y., and has one child, William F. Gervin.

SCOTT PRATT is well known all over the lakes as one of the best qualified marine engineers, and as wheelsman and genial mate. His many good traits raise up friends for him in every port. He has had an interesting experience of many years, of which this article can give but a brief outline. He was born in Shelby, Macomb Co., Mich., on April 27, 1847, and is the son of Hosca and Ann (Dice) Pratt, the former a native of Vermont, the latter of New York State, born near Niagara Falls. The father was a carpenter and builder by trade, and moved to Mt. Clemens, Mich., where he took contracts for building, and where he purchased a large farm, on a portion of which the Grand Trunk railway depot now stands. In 1854, after selling the farm, he removed to East Saginaw, where he established himself in business, manufacturing furniture, sash, door and all classes of wood work, doing well and enlarging his trade rapidly, and conducted it with good success for thirty years, when he sold out and retired. He died while on a visit in Oregon. The mother passed away in October, 1897, at East Saginaw.

Scott Pratt attended the public schools in East Saginaw until he was sixteen years of age, and helped his father in the shop, running a lathe planer and the engine until 1864, when he went tugging on the *Saginaw* river in the *E. M. Peck*. In the spring of 1866 he purchased an interest in the tug *Hercules*, and ran her. The next season he engineered the side-wheel tugs *Wave* and *Ajax*, closing the year in the latter. In 1868 he was appointed chief engineer of the tug *A. F. Gay*, followed by a season in the *Fannie White*. Early in 1871 he went to Salem, Ore., to take charge of the machinery of the city water works, but returned to

the lakes the next spring and shipped as fireman on the F. & P. M. railroad until September, when he took charge of the tug Coleman as engineer. In 1872 he was given a locomotive to run on the F. & P. M. railroad. The next spring Mr. Pratt entered the employ of Carlin, Stickney & Cram as engineer of the tug Fannie White, running her until September, 1874, when he brought out the new tug W. S. Carlin, and engineered her until 1876, when he was transferred to the George L. Dunlap, and in 1877 to the steamer Dove.

In the spring of 1878 Mr. Pratt entered the employ of L. P. Mason & Co., as engineer of the steamer Lewis Gilbert, holding that berth one season, after which he transferred to the steamer Cleveland, which was burned on Saginaw bay, and closed the season on the steamer Mayflower. In 1880 he became chief engineer of the steamer Potter Chamberlain. The next season he brought out new the steamer C. H. Green. After leaving her he was appointed chief engineer of the steamer F. & P. M. No. 2, and ran her until July, 1888, when he brought out new the steamer Helena, of which he is chief engineer at this writing. During the winter months Mr. Pratt, being an industrious man, works in the machine shops at Milwaukee.

Socially, he is a Master Mason, having been raised in Pacific Lodge No. 50, at Salem, Ore, but initiated in Mt. Clemens Lodge No. 6. He is also a member of the Marine Engineers Beneficial Association No. 87, of Detroit.

On January 29, 1879, Mr. Pratt was united by marriage to Miss Anna Chapman, daughter of George and Elizabeth, and niece of Capt. Tom Foster, of Mt. Clemens, Mich. They have one daughter, Edna, who is a graduate from the Milwaukee high schools. Mr. Pratt removed to Milwaukee, Wis., in 1891, and resides at No. 966 Scott street.

RAY FLINT, one of the most prominent and best qualified engineers on the lakes, is a popular companion, a man of equable disposition and of kindly nature. He is a son of Willard N. and Eliza (Raymond) Flint, and was born in Montpelier, Vt., on March

30, 1841. The father was a mechanical engineer, and possessed great talent in that direction, which has been inherited by the sons and grandsons. He removed from the Green Mountain State to Racine, Wis., in 1843, where he went into business, Ray attending the public school in that place.

In 1870 Mr. Flint took up his lake-faring life, which has continued uninterrupted to this date. His first berth was in the tug Kittie Smoke as fireman, serving in that capacity but two seasons, the second being in the tug William Richards. In the spring of 1872 he applied for and received marine engineer's license, and shipped in the steamer Menominee as second engineer, closing the season in the steamer Chicago. The secret of this rapid advancement consists in his mechanical skill acquired under the teaching of his father. In the spring of 1873 he was appointed second engineer in the passenger steamer Oconto, plying between Chicago and Green Bay, holding a like berth in the steamer Cheboygan the following season.

In the spring of 1875 Mr. Flint was appointed chief engineer on the passenger steamer Oconto, in the employ of the Goodrich Transportation Company, retaining that office three years. He was then transferred to the side-wheel passenger steamer Corona as chief, running her two seasons. In 1880 he assumed charge of the machinery of the City of Ludington, engineering her nine consecutive seasons, seven of which the steamer plied on the Milwaukee and Manistee route and two between Milwaukee and Grand Haven. It was in the spring of 1887 that Mr. Flint was appointed chief engineer of the passenger steamer Indiana, also of the Goodrich Transportation Company, plying between Milwaukee and Chicago daily, holding that office eight consecutive years, being retained in her at this writing, thus rounding a period of over a quarter of a century on the lakes as engineer, without any serious mishap to himself or machinery.

Socially, he is a member of the Marine Engineers Beneficial Association, No. 77, of Manitowoc, of the Independent Order of Odd Fellows, and of the Ancient Order of United Workmen.

In November, 1858, Mr. Flint was wedded to Miss Frederika R., daughter of John and Catherine Rath, of Manitowoc. Six sons were born to this union: (1) Seneca became a marine engineer, and after receiving his license sailed with his father in the steamer *Corona* and *Menominee*, afterward being appointed chief of the steamer *City of Fremont*, of the Herson Transportation Company; he then accepted a position as chief engineer and master mechanic of the Wisconsin State prison at Waupun, and later was made traveling engineer and expert for the State of Wisconsin, a responsible position which he is well qualified to fill. (2) John A., the second son, was second engineer with his father in the steamer *City of Ludington* one season, after which he shipped as second in the steamer *Atlanta*, remaining eight seasons; he is the corresponding secretary of the Marine Engineers Beneficial Association No. 77. (3) George is a stationary engineer now employed in the Rookery building in Chicago. (4) William was granted a master's license soon after attaining his majority, and was drowned at South Chicago while mate of the tug *Fisher*, of the *Peshtigo Car Ferry Company*. (5) Ray is purchasing agent for Matthews & Keith, railroad contractors. (6) Charles, the youngest son, is employed in a canning factory at Sheboygan, Wis. The family homestead is in Manitowoc, Wisconsin.

CAPTAIN HENRY W. STONE ranks among the most prominent and successful shipmasters on the Great Lakes, and it is safe to say he has not reached this exalted position by favoritism or money influence, but because of inherent sterling qualities, close application to his duties as man and master, superior business methods, and his genial and happy disposition.

Captain Stone was born April 9, 1847, at Vermilion, Ohio, where he resided until he was sixteen years of age. He attended the public schools at Vermilion and also those of Cleveland, during the winter months, finishing what may be termed a liberal education at Baldwin University, Berea, Ohio. In 1863 he removed with his parents to

Cleveland, where he commenced his sailing career by shipping on the schooner *David Wagstaff*. For three years he applied himself diligently to the task of learning a seaman's duties, and in the spring of 1866 he shipped before the mast in the new schooner *Escanaba*. The following seasons, having obtained a thorough knowledge of the duties of a seaman by study and observation, united with practical experience, he was promoted to the office of second mate.

When but twenty-two years of age the Captain went on the new schooner *Fayette Brown*, on which he had been appointed chief officer, and he exhibited so much seamanship and superior business capacity in that position that he was given command of the schooner *New London*. He steadily attained to more responsible positions, and in the spring of 1872 he brought out the new schooner *D. P. Rhodes*, in which he remained for seven years, doing successful work each season and winning and retaining the entire confidence of his employers. He was next appointed master of the stanch schooner *Thomas Quayle*, sailing her for five seasons. His eminent qualifications up to this time as master of sailing vessels prompted his employer to place him in command of the steamer *Superior*, which boat he handled for two seasons with ability and success, transferring from her to the *E. B. Hale*, and thence to the steamer *Henry Chisholm*, on which he remained for two seasons. In 1887 the firm of M. A. Bradley built the steamer *Gladstone*, of which boat Captain Stone was appointed master, and he retained this new command three seasons, thus rounding up a period of twenty-six years in the Bradley employ, during which he had steadily worked his way upward from an ordinary seaman in a 560-ton schooner to master of the latest built and one of the largest lake steamers afloat at that time.

It may have been observed that up to this time Captain Stone had handled wooden vessels only. It is held that it requires a greater degree of skill and efficiency to navigate the lakes in iron and steel steamers. However that may be, Captain Stone, in 1890, was appointed to the com-



Henry W. Stone

mand of the large new steel steamer *La Salle*, built by the Cleveland Ship Building Company to the order of the Lake Superior Iron Company, one of the strongest ship-owning firms on the lakes. Several years ago it was generally believed, and that belief still obtains in a great measure, that wind or weather could have no appreciable effect on the fine, powerful, three to four-thousand-ton steel steamers built on the lakes, hence that class of steamers were driven, loaded or light, in all weather, under all conditions, and at their full speed. For five seasons, under command of Captain Stone, the *La Salle* was kept well at the head of the list in point of carrying the largest cargoes, chiefly iron ore, and in making almost schedule time from port to port. In 1895 Captain Stone resigned his command with the Lake Superior Iron Company to take charge of the *North Land*, built by the Globe Ship Building Company, and universally known as the best ship on the lakes, she and her sister ship, the *North West*, Capt. G. A. Minor, being considered the two most elevated commands on the lakes. Thus Captain Stone, who, in sailors' parlance, crawled through the hawse-pipe of a small schooner, has attained to the best command on fresh water (for, being of later build, the *North Land* is generally considered slightly superior to her sister ship); that is, he has risen from a small boy on a small schooner to master of a twin-screw steel passenger steamer of 4,244 tons gross. He is a member of the Ship Masters Association, and carries Pennant No. 184.

Captain Stone was united in marriage to Miss Elizabeth E. Tracy, of Elyria, Ohio, in 1870, and has three children, namely: Lena G., Maurice F. and Theodore E. Stone.

CAPTAIN JOHN GILLIS, a devoted follower of the sea, has from an early age been actively engaged in marine pursuits, and is widely and favorably known among those of his own calling. He is a native of Inverness-shire, Scotland, and was but a year old when the family removed to America, locating in Middlesex, Ontario, where he

attended school until his fifteenth year, when he went to Detroit.

At that time his great desire to become a sailor was gratified, and he went upon the *King Sister* as seaman, having previously spent some time on a small schooner. The next season he was on the *Zach Chandler* as mate, and the next fifteen years filled the same position on the *Erastus Corning*, the *Lizzie Law*, and others. For a time he was second mate on the *Peerless*, and later served as mate on the same vessel for ten years. His next change made him mate of the *City of Fremont*, and subsequently he was mate and pilot of the *City of Duluth*.

After two seasons spent with the Western line as mate, Captain Gillis came on shore, and devoted some time to the occupation of farming, but marine life had a greater charm for him, and to it he returned, going in command of boats owned by the American Steel Barge Company. After four years in the employ of this company he was made captain of the *Sir Joseph Whitworth*, in 1896, and is still master of that vessel. His has been a fortunate career, and one that has gained for him the greatest respect and confidence of his employers.

In December, 1879, Captain Gillis married Miss Katherine McDonald, by whom he has four children: Sarah, Hugh, Hannah Mary, and Cassie, all of whom are at school.

THOMAS W. BRISTOW was born in England, March 15, 1848, and came to America in the spring when he had attained his tenth year. His father, William Bristow, was for many years a shipbuilder, being employed by the Detroit Dry Dock Company, and he still resides in Michigan.

Our subject was apprenticed, in 1861, to the shipbuilder's trade, and served seven years at wood and iron building. He then went on the ocean as ship's carpenter, and remained five years, during which time he visited South and Central America, South Africa and Australia. Finally returning to the United States, he settled at Wyandotte, Mich., and was employed by the Detroit Dry Dock Company for nine years as assist-

ant superintendent. During his stay in Detroit he had charge of the building of twenty vessels. In 1887 he came to Cleveland and took the position of superintendent of construction in the Cleveland Ship Building Company, which position he held until September, 1898. At this place he has superintended the building of twenty-six vessels, some of which are the James Watt, Queen City, Lackawanna, Scranton, Yale, Nicolas and the Michigan Central ferry Transfer. In all, he has launched fifty-three boats, a record which is of great credit to any man, and which is probably equalled by few, if any, at the present time.

The Cleveland Ship Building Company removed its plant to Lorain, Ohio, in 1897, that being the largest shipyard on the lakes, and in September, 1898, Mr. Bristow retired from the company, going into business for himself as marine surveyor and consulting shipbuilder, with offices in the Western Reserve Building, at Cleveland, Ohio.

JOHN T. FARNHAM, now chief engineer of the Armour Elevator, Chicago, was born in Oswego, N. Y., in 1855, a son of L. B. and Delia (Hunt) Farnham, the former a native of New York, the latter of Ireland. The father was also an engineer, and as such was on a dredge for some time, and later became a tug owner. In 1878 he removed to Grand Haven, Mich., where he still continues to make his home, and there his wife died in 1885.

John T. Farnham, until fourteen years of age, lived in Fulton, Oswego Co., N. Y., and after the removal of the family to Grand Haven, Mich., learned engineering at that place in the machine works. He now has twenty-one issues of license, having received the first in 1876. He commenced his lake-faring life in 1870, sailing out of Grand Haven as engineer on the tugs St. Mary and Shepard for one season; the next season was engineer on the tugs Jerome and Claude; was then on the yacht Minnie Sutton, the tugs Miranda and Waukazoo, and the yacht Centennial, all from Grand Haven. During the season of 1880 he was second engineer on the steamer Tempest, engaged in the lumber trade, and was chief engineer on the

same vessel for two seasons. He was then chief engineer of the M. C. Neff, also engaged in the lumber trade, and the following year was engineer of the steamer Charles A. Street, engaged in the general carrying trade. His next berth was as engineer on the steamer Ionia, engaged in the iron and grain trade, and after spending two seasons on her was for a part of a season on the Mary H. Boyce, which was also engaged in general trade. For one season he was engineer on the steamer Pentland, followed by a season as engineer on the government dredge at St. Joseph, Mich., after which, in 1895, he accepted his present position—that of chief engineer at the Armour Elevator, and has since made his home in Chicago, his present place of abode being at No. 204 Seminary avenue. Socially, he is a member of the Marine Engineers Beneficial Association, No. 76, of Grand Haven.

At Chicago, in 1884, Mr. Farnham was united in marriage with Miss Catharine A. Furlong, by whom he has four children: Mary Delia, John Furlong, Rose Van Patten and W. Vincent. Mrs. Farnham is a native of Grand Haven, Mich., and a daughter of Capt. John and Mary (Walsh) Furlong. Her father was a lake captain for many years, and also sailed on salt water to nearly all the important ports; he was a member of the well-known firm of Kirby, Furlong & Co., the "Co." being Senator Ferry. Their vessel property consisted of seventeen barges, two lake tugs and two harbor tugs. Mr. Furlong died in Chicago in 1884 and his wife in 1890.

CAPTAIN WILLIAM H. GRIFFIN is a master mariner of large experience, and has been unusually successful with his vessels, having the happy faculty of steering clear of casualties and loss of life.

A son of William and Kate (McDonough) Griffin, our subject, was born on April 14, 1849, in Oswego, N. Y., of which city his parents were also natives. The other members of the family who followed the lakes were: John M., for a long time master of the Guiding Star, Maple Leaf and James Navaugh, died in July, 1883; P. J., who sailed the James Platt, George Go-

ble, Cortez, Leadville, brought out the Mont-eagle new, and is now master of the Charles Stewart Parnell; and a half-brother, M. J. Cummings, a business man of Oswego, who has been owner of vessels since he was twelve years old—among them the Persian, Indiana, Maple Leaf, Seminole, James Navaugh, Augustus Ford, Jane Platt, Twilight, A. C. Contins, Delos DeWolf, Wayne, Cortes and White Star. Those built to his order were the Leadville, Rising Star, Guiding Star, Mystic Star, Blazing Star, Monteagle and Charles Stewart Parnell. Captain Griffin's father was engaged in the grocery business in Oswego for a number of years. During the progress of the Civil war he served with honor in the 181st New York Infantry, serving two years, and participating in the great battles of the Wilderness, Fair Oaks, and Seven Pines, besides many minor affairs. He died in August, 1888, his wife having passed away in June, 1879.

Capt. William H. Griffin commenced his career very early in life, leaving school when he was fourteen years of age, and in 1863 shipped as boy in the brig *Seminole*, commanded by his half-brother, Capt. A. J. Cummings. The next two years he passed before the mast in the schooners *Persian*, *Maple Leaf*, *Delos DeWolf*, *Dreadnaught* and *Augustus Ford*. In the spring of 1866 he joined the schooner *James Navaugh*, and remained with her three seasons, the last two as mate. She went ashore on Twin River Point in November, 1868, but the crew were rescued by some fishermen. The next spring Captain Griffin was appointed mate of the schooner *James Platt*, and, in 1870, of the schooner *Guiding Star*, holding that office two seasons. In 1872 he came out as mate of the schooner *George C. Finney*, but in September was appointed master of the new schooner *Thomas H. Howland*, owned by Peter Johnson, of Manitowoc.

In the spring of 1873 Captain Griffin again entered the employ of M. J. Cummings, of Oswego, as master of the schooner *Guiding Star* and sailed her four seasons with good results, part of the time under charter, from Marquette to Cleveland, with

ore at \$3.50 per ton, and in 1877 he transferred to the command of the *Mystic Star*, which he sailed two seasons. In the spring of 1879 he again assumed the office of master of the *Guiding Star*, in which he owned an interest, and, after four successful seasons, she was driven ashore about twelve miles north of Milwaukee, the crew being taken off by the life-savers of that port. The Captain then purchased an interest in the *Jane Maria Scott*, changed her name to *White Star*, and sailed her until September, 1886, closing that season as master of the schooner *Blazing Star*. It was in the spring of 1887 that Captain Griffin was appointed master of the steamer *Monteagle*, his present command, which he has sailed eleven consecutive seasons.

Socially, he is a member of the Ship Masters Association, Chicago Lodge, and carries Pennant No. 79. Since 1896 Captain Griffin has belonged to the Catholic Mutual Benefit Association.

On December 10, 1868, Capt. William H. Griffin was wedded to Miss Julia, daughter of Michael and Margaret (Quinn) Shannon, of Oswego. The children born to this union were: Andrew J., an engineer, who met an accidental death on the Rome, Watertown & Oswego railroad, April 18, 1896; Michael J., second mate of the steamer *Monteagle* in 1897; Frank H., now wheelsman of the *Monteagle*; John, second mate of the same steamer; George, who died young; Etta Mary, now the wife of Thomas W. Whellahan, and Robert. There is also a granddaughter, Lilly. The family homestead is pleasantly situated at No. 78 West Mohawk street, Oswego, New York.

FRANK E. MILLER, the subject of this sketch, was born at Chester, Geauga Co., Ohio, in 1858. He is a graduate of the Willoughby public schools, and attended college at that place three years. He is a son of Joel and Polly Miller. His father is living at Willoughby, Ohio, at the advanced age of eighty-four years.

Mr. Miller commenced his steamboat work as fireman on the propeller *Cormorant*, remaining with that boat three years. In the spring of 1879 he transferred to the

steamer Egyptian, and after firing two years was appointed first assistant engineer, remaining in that berth four years, when, in the spring of 1885, he was appointed first assistant on the steamer Wocoken, and the following season on the J. H. Devereux. In 1887 he stopped ashore and entered the employ of the Wellington Milling Company, as engineer, at their mills in Wellington, Ohio, where he remained one year, after which he returned to Cleveland and entered the employ of the Cleveland Ship Building Company, as engineer of hydraulics in the boiler department. In the spring of 1889 Mr. Miller shipped as first assistant engineer on the steamer Northern Queen, with John Smith; transferred to the *Caledonia*, and finished the season on the *Italia*. The year following he again entered the employ of the Cleveland Ship Building Company, as engineer of the boiler department, which berth he held for eight years. He is a man of great ingenuity, and a close student of electricity.

Mr. Miller was a member of the Marine Engineers Beneficial Association while he sailed, but later withdrew. He is a member of the Americus Club, of the Red Cross and of Garfield Commandery, and also of the Knights of Abraham Lincoln.

In 1881 Mr. Miller was united in marriage to Miss Alice F. Hubbell, of Willoughby, Ohio.

CAPTAIN HARRY L. SHAW has been identified with many and varied enterprises. He is a man of good ability, and readily adapts himself to the different callings in which he has been engaged with more or less financial success, his pluck and indomitable will giving him the mastery over all difficulties to be met with in the battle of life. He was born in Fremont, Ohio, March 9, 1859, a son of Henry L. and Sarah (Dixon) Shaw, both of whom were natives of Ohio, the father born in Toledo, the mother in Perrysburg. Harry attended the public schools in Fremont and Toledo, Ohio, and also in Saginaw, Mich., his parents having removed to the latter city in 1864. After leaving school he became a messenger boy in the Western Union Telegraph office,

and in the course of time learned to be an operator, and it was he who assisted in establishing the first telephone line between Saginaw and Bay City, their encouragement being but three subscribers.

In 1880 he entered the employ of L. P. Mason, a lumber shipper, as tally boy, and was with him about nine seasons, becoming a full-fledged lumber inspector and expert in that business, and it is said that he could carry three and even four columns of figures of different grades of lumber in his head, and call the totals of each. During this period he worked winters for the Bell Telephone Company, and became assistant and manager of the Saginaw office, under James Green; was also correspondent and agent of the *Marine Record*, published in Cleveland by A. A. Pomeroy. His first venture in the maritime way was the purchase of the tug Edgar Haight and barge J. I. C., which he handled successfully. The next vessel property that came into his possession was the tug Mildred, in 1887, followed by the tugs Jordon Beebe, Jr., John B. Griffin, Sallie, Kitty M. Smoke, James L. Allison, James L. McCormick; the passenger steamer Charles P. Fish, barge Norway, a dredge and six lighters. He passed successfully the examinations for both a master's and engineer's license in 1886, and assumed charge of either end of his steam tugs as occasion required. Some of his tugs were fitted up as fire boats and became, under his management, very necessary auxiliaries to the city of Saginaw, on account of the numerous lumber yards which lined the valley on each side of the river, the office for the fire tugs being established at the Mackinaw street bridge. The tugs for towing purposes were stationed near his office, at the foot of Genesee avenue. From this point Captain Shaw conducted a large and lucrative business, doing general towing between Saginaw and the Bay cities. He also secured a government contract for excavating the Crow Island cut, and performed private dredging, looking to the reclaiming of marsh lands in the Saginaw valley. He had the contract for the stone work in the construction of the Belinda and Twenty-third street bridges in Bay City, and the

Mackinaw street bridge in Saginaw; also for the stone work on the Interurban motor line between Saginaw and Bay City, all of which will remain as a monument to his industry and enterprise.

About this time Captain Shaw was overtaken by reverses, and he disposed of his vessel property and shipped as chief engineer on the passenger steamer Periwinkle, followed by a season as chief on the steamer E. F. Gould. He then sailed as master of the Straightaway, afterward named Wapiti. He also sailed the yacht Fannie H. His last work on Saginaw river was on the superstructure of Court street bridge on the west side. The Captain is now nicely berthed as chief engineer of the United States engineer's private yacht, under Colonel Lydecker, at Detroit, Michigan.

In 1886 Captain Shaw was married to Miss Laura W. McCormick, daughter of James L. McCormick, a well-known and wealthy lumber merchant of Saginaw. The family residence is situated at No. 1423 Genesee avenue, Saginaw, Mich. Mrs. Shaw has always taken an earnest and helpful interest in all of the Captain's various enterprises, and is blessed with a charming disposition and happy temperament.

GEORGE HENSON, for many years one of the most prominent engineers on the lakes, and who for some time has remained ashore, and since December 1, 1893, has most capably and satisfactorily filled the position of chief engineer at Central Music Hall, Chicago, Ill., was born in Boston, Mass., in 1846, a son of George and Helen Sophia (Freeman) Foster, also natives of that State. The father died in Boston when our subject was quite young, and he afterward took the name of his stepfather, Alexander Henson, who was for years a sailor on the lakes, and for some time was mate on the schooners Anna C. Raynor, Dardanelles, Stanton and others. He removed the family to Buffalo, but spent his last days in Jeffersonville, Ind. The mother's death occurred in the same place.

Our subject was five years old when he went with the family to Buffalo, where he

was educated in Public School No. 11, situated on Elm street, and in that of No. 32, on Hickory street. After leaving school he commenced studying engineering, and was granted his first license in 1865. He commenced sailing from Buffalo in 1863 on the tug Relief, and the same year was also on the tugs A. B. Nelson and S. A. Clark for a time. The following year was chief engineer on the tugs Whalon, on the Niagara river, and the Hathaway and Parker; in 1865 was engaged on the tug Hilderhouse, and also brought the tug Skatchard on Erie canal from Schenectady, N. Y., to Buffalo. He was next on the tug Old Jack, of the George Hand Tug line, and on taking that boat to Cleveland he remained there for a time. Returning to Buffalo, he became engineer on the American Eagle; in 1866 was second engineer on the old propeller Owego, of the New York & Erie Railroad line, afterward the Union Steamboat Company; in 1867 came out on the O. L. Nims, which he had fitted up in Buffalo that winter, for Jack Green, and took her to Port Colborne, Canada. He then went on the Jones and brought the Nims back, after which he was on the tugs O. M. Ball and Dragon.

In the fall of 1867 Mr. Henson removed to Chicago, and the following year came out on the tug Success, which he engineered for ten years. During this time, in 1871, he took the tug L. B. Coates to Texas, going down the Illinois and Michigan canal, through the Illinois and Mississippi rivers to the mouth of the Red river, thence to the Gulf of Mexico and to Galveston, and on to Houston, returning in June to Chicago, where he again took charge of the Success. On leaving her in 1878 he was made engineer of the tug Gardner; was for a part of the season of 1879 on the tug A. B. Ward, and for two seasons was on the propeller Buckeye. In the fall of 1881 he was appointed engineer of the Central Park school, Chicago, where he remained until March, 1882, when, on leave of absence for one year, he went to Manitowoc, Wis., and fitted out the propeller Buckeye, which ran during the season 1882. In 1883 he returned to the Central Park school, where

he filled the position of engineer until 1890, after which he went as engineer on the steamer *White and Friant*, remaining on her until the close of the season of 1893. On the 1st of December, of that year, he accepted his present position, that of chief engineer at Central Music Hall.

Mr. Henson was married in Chicago, in 1873, to Miss Cordelia E. Molau, a native of Maine, and a daughter of William C. and Cordelia E. (Card) Molau, natives of Denmark and Maine, respectively. Her father, who is of French-Danish extraction, also followed a seafaring life, sailing out of Denmark early in life, and after coming to this country sailed on the lakes. He located in Chicago, where, during the Civil war, he enlisted in the Board of Trade Battery, remaining in the service until hostilities ceased. He was a good soldier, and is now an honored member of the Grand Army of the Republic, and he and his wife find a pleasant home with our subject. Mr. Henson has prospered financially, and now owns residence property on the West Side, and also flat buildings on Indiana avenue, on the South Side, Chicago. Socially, he is a prominent member of the old Marine Engineers Beneficial Association No. 4, of Chicago, and of which he was recording secretary for three years; Union Park Lodge No. 610, F. & A. M.; Corinthian Chapter No. 69, R. A. M.; St. Bernard Commandery No. 35, K. T.; Queen Esther Chapter of the Order of the Eastern Star; and was also a charter member of Sacramento Council of the Royal Arcanum. In all places and under all circumstances, he is a courteous and genial gentleman, who commands the respect and esteem of all who know him.

CAPTAIN CHARLES WOODGRIFT is one of those hardy Danes who are noted as good sailors. He was born in Schleswig, Denmark, in 1841, and began a life on salt water when but fourteen years of age. In 1861 he came to the United States, and went sailing from Philadelphia to the West Indies and Brazil.

In 1865 he went to Chicago and shipped before the mast on the *Chenango*, sailing

from Chicago to Buffalo, and during the next year, in 1866, he again sailed on salt water out of Philadelphia. In 1867 he went back to the lakes, shipping on the *William Crosthwaite*. That fall he changed to the schooner *William Grandy*, and in 1868 went as second mate of her. In 1869 he filled the position of second mate on the *Sweetheart*, running from Chicago to Buffalo, and in 1870 bought a half-interest in the schooner *Rosa Ann*; selling out his interest in the fall of 1871, he went back to the *Sweetheart* as first mate, where he remained until 1874, when he went as second mate of the steamer *Superior*. In 1875 he bought a half-interest in the schooner *Hathaway*, and sailed her until the fall of 1881, when she was lost on the beach at Springport. During the seasons of 1882 and 1883 he was captain of the *Louisa*, then entered the employ of the Tonawanda barge line, where he has since remained. He was captain of the schooner *Alva* four years; of the steamer *Canisteo* two years; and since then of the steamer *F. R. Buell*. During these years he has never grounded nor had any trouble; the line carried no insurance, claiming that it thus saved money.

In 1867, at Buffalo, Captain Woodgrift was married to Miss S. J. Brady, and they have four children: Alice; Jennie; Charles, who is a sailor; and Willie.

Captain Woodgrift is a member of the Detroit Harbor No. 47, Masters and Pilots Association, and expects to remain "on deck" some years yet.

CAPTAIN THOMAS WILFORD, who is one of the most prominent of steamboat masters on the Great Lakes, and a supervisor of construction, was born at Clipston, Northamptonshire, England, in 1841. In his capacity as a steamboat master he is independent, self-reliant, and always ready for any emergency that may transpire in his chosen line of work. He removed to the United States in 1853 with his father's family, locating at Amherst, Ohio, where his father died the following year, thus giving him limited opportunities for acquiring an education, but by dint of perseverance he was enabled to attend the public schools for

some time. He is another of those men who have worked their way to the front by integrity, the force of energy, and a keen knowledge of the requirements necessary to the successful handling of large steamboats.

The first four years of his residence in this country were passed in the monotonous routine of a farmer boy's life in Amherst township, Lorain Co., Ohio. In the spring of 1858, deciding to cast off the lines that held him to the farm, and make fast to those of the water, he shipped as seaman on the schooner John S. Reed; and the following year joined the schooner Planet, remaining on her two seasons; then shipped on the schooner Winona and the Exchange for one season each, serving on these vessels in the capacity of seaman. In the spring of 1866 he was appointed mate of the schooner H. G. Cleveland, which position he retained four seasons, giving great satisfaction to those employing him. In 1871 he went as mate on the schooner Charles Wall, and then to the schooner George Warmington for two seasons, but closing the season of 1874 on the schooner Pathfinder. In 1875 he was appointed master of the schooner Exile, owned by H. Kelly, and later by W. C. Richardson. He held this command eight years, and was then appointed master of the steamer J. M. Osborne, owned by Capt. J. C. Richardson, which was sunk in Lake Superior, in 1884, by the Alberta, sailing in the interests of the Canadian Passenger Steamer line. In 1885 he brought out new the iron steamer J. H. Devereux, remaining with her five years. In 1890 he brought out new the steel steamer J. H. Wade, retaining command of her two years, or until 1892, when he was again required to take command of a new steel steamer, the Samuel Mitchell, which boat he laid up at the close of navigation of 1896 at Chicago, and taking command of her again in the spring of 1897; thus rounding up a period of thirty-nine years on the lakes, twenty years of which were passed as master of vessels, both sail and steam. He has been eminently successful as master of steel steamers. For the J. H. Wade and Samuel Mitchell he made the contracts, and was superintendent of construction. Captain

Wilford sailed the steel steamer Samuel Mitchell, 2,278 gross tons, and has sailed metal steamers longer than any other master out of the port of Cleveland.

He has been fairly prosperous, and owns a money interest in the steamers J. H. Devereux, Wade and Mitchell, and is also the owner of other property. He is a member of the Royal Arcanum, and of the Ship Masters Association, carrying Pennant No. 196.

In 1870 Captain Wilford was wedded to Miss Fannie McQueen Gilmore, of Lorain. Two children have been born to them, one dying young. Cora E., the daughter, is wedded to Charles F. Bartenfeld, of Lorain, Ohio.

CAPTAIN R. A. DAVIS, who has been a mariner for over sixty years, in one capacity or another, and for the past twenty-six years has made his home in Chicago, is a native of New York State, born in November, 1827, in Jefferson county.

William Davis, father of our subject, was born in Canada, a son of Richard Davis, who, along with two of his sons (our subject being one of them) participated in the battle of Lundy's Lane, during the war of 1812-15. During that struggle Grandmother Davis carried a message from Sacket's Harbor to Oswego in a wooden shoe, and was captured twice, but released each time. Our subject's parents lived for some time in Jefferson county, N. Y., but later settled on the Canadian side of the St. Lawrence river, where they both died. The father was a sailor on the St. Lawrence, and was one of the first boatmen on that river. The mother, whose maiden name was Sarah McDonald, was also a Canadian by birth, and was a half-sister of the late Sir John A. McDonald, who for many years was Premier of Canada, and was the greatest statesman this continent ever saw. To William and Sarah (McDonald) Davis were born five children, as follows: Sarah, who died young; Anna, also deceased; R. A., our subject; William, a farmer in Canada, where he now resides; and Thomas, a sailor from Oswego, N. Y., and who was killed at Cape Vincent about the year 1867.

Capt. R. A. Davis left home at the early age of nine years, and commenced his long experience as a sailor in the humble capacity of assistant cook on a wood schooner. In May, 1839, he began sailing before the mast from New York City, on the *Anderson*, a small sailing craft engaged in the wood trade in Little Bend and Great Egg harbor, on the Jersey coast, continuing in that work some four years. He then returned home, and shipped from French Creek (on the St. Lawrence river) on the *William Penn*, a vessel engaged in the timber trade from Kingston, Canada, and sailed with her one year.

In 1844 he fitted out the tug *Seminole*, and traded on her two years, then shipped on the schooner *Connelly*, sailing from Oswego, N. Y., being with her one season; then sailed the schooner *Fairfield*, also from Oswego, after which he was on the schooner *Zilph* during the seasons of 1848-49, and the seasons of 1850-51 was on the *G. A. Weeks*. Captain Davis then returned to the *Seminole*, and in 1852 shipped on the brig *Hampton*; going, in 1853, to the schooner *Eclipse*, running from Milan, Ohio, remaining with her three years; then on the steamer *Ogdensburg*, from Ogdensburg, N. Y., one season, when he joined the passenger and freight steamer *Young America*, belonging to the Rome & Watertown Railroad Company, and was on her two seasons; it was on this vessel that he first filled the office of master. In 1857 he was on the schooner *Live Yankee*, and in 1858-59 shipped on the schooner *Wild Rover*, when, in 1860, he transferred to the schooner *Nonpareil*, from Milan, Ohio, remaining with her part of two seasons. He then built the schooner *William Shupe*, at Milan, and sailed her a season and a half. During the seasons of 1862 and 1863 he sailed from New York for Graham & Stafford; in 1864 commenced to sail for the Northern Transportation Company, of Ogdensburg, N. Y., and was in their employ some fifteen years. His next engagement was with the Anchor line from Sandusky, Ohio, sailing on the *Yosemite*. In 1872 the Captain built the steamer *Charles Reitz*, which was rebuilt in 1876, and is now in commission from Chi-

cago. In 1877 he built the steamer *George T. Burroughs*, a passenger boat, which he ran two months and twelve days, when she was burned, the crew and passengers being saved. During the interval between the burning of the *Burroughs* and the building of the steamer *Josie Davidson*, which was completed in 1879, and afterward sold to Capt. F. R. McGregor, of Chicago, he purchased the little passenger steamer *Barney*, and ran her several seasons. In 1891 he built the *Claribel*, a passenger steamer, which he afterward sold, and she is now in commission from New Orleans in the interest of the Gulf of Mexico trade. In 1897 he purchased the passenger boat *Lena Knoblock*, built that year, and which is now employed as an excursion steamer at Chicago. In all this long experience our subject has no less than forty issues of shipmaster's commission, and he was the first master of the *Young America* in 1858—in fact, he is the possessor of the oldest license on the Great Lakes.

On December 23, 1852, at Oswego, N. Y., Captain Davis was married to Miss Susan Sinclair, who was born in New York City, a daughter of Lawrence Sinclair, a merchant and bookbinder of New York City. Two children have been born to this union: James Henry, married and residing in Woodlawn, Chicago; and Margaret, now the wife of Capt. F. R. McGregor, of Chicago. Socially, Captain Davis is a member of Pleiades Lodge No. 478, F. & A. M. In 1872 he took up his residence in Chicago, and has made that city his home ever since.

WILLIAM T. WALKER, a well-known marine engineer, is a son of John and Eliza (Ferguson) Walker, both natives of Scotland, who are still living in Glasgow.

Our subject was born April 2, 1858, in Glasgow, and at that place lived until 1872, when he came to America and settled in Detroit, Mich. He served a four-years' apprenticeship to the machinist's trade in a shop in that city, and after being employed six years in the same line of work began sailing, to which he has since devoted his time. He first went on the tug *William A.*



William T. Hacker

Moore at Detroit as second engineer, later acting in the same capacity on the Pearl for three years. The following season he spent on the Australasia as second, served as such one season on the Jesse Farwell and Smith Moore, and for four months of the next season on the Gladstone, after which he was given the position of chief on the Porter Chamberlin, on which he remained two years. From this boat he came on the F. H. Hodge for one season as chief, subsequently serving for some time in the C. B. Lockwood, one season on the Nipigon and Rhoda Stewart, and four months upon the City of Genoa; transferring to the Joliet, he remained throughout the season, and in 1896 went on the Griffin to fill the berth of chief.

Mr. Walker was married August 20, 1887, to Miss Julia Knox, of Detroit, a sister of William and Robert Knox, who have both been on the lakes for some time as stewards. Mr. Walker is a member of the Masonic Fraternity, Zion Lodge No. 1; I. O. O. F., Riverside Lodge No. 303; A. O. U. W., Wolverine Lodge No. 10; and the M. E. B. A., of Detroit, of which he is past president, and by which he has been appointed delegate to two national conventions.

WILLIAM SCHOEMAN. The motive power of the crack steamyacht Say When is under the supervision of this gentleman, who has held the position of chief engineer for seven years. He was born in Cleveland in 1868, his father being Matthias Schoeman, who was interested in the cooperage business.

Our subject commenced sailing in 1886, having been employed at the Globe Iron Works for seven years previous to that time and becoming a skilled machinist. He was also employed at the works of the Cleveland Ship Building Company for a time. The first vessel with which he was connected was the propeller Northern Light, in which he served as second assistant engineer. After one season in this vessel he sailed with the steamer George J. Handley one year, and was then second engineer of the steamer Vulcan one season. The next year he became chief engineer of

the Say When, which position he has retained up to the present time.

CAPTAIN JOHN H. JEFFERY, a prominent owner and master of tugs sailing out of Duluth harbor, has also had large experience in raft towing, and during the many years that he has been engaged in the tugging business has never met with a disaster that involved the loss of life or boat. He is the son of Simon and Elizabeth G. (Williams) Jeffery, and was born in Callington, Devonshire, England, December 21, 1848. His parents removed to the United States in the year 1857, first locating in northwest Michigan, near Keweenaw Point, and five miles back of Eagle harbor. The father also engaged in mining in the Copper Falls, Phoenix, Connecticut, and many other mines in that region. The family passed through the old Sault canal in 1857,—the grandfather, Cullon Williams, being in the party—on the old steamer North Star, Capt. Ben Sweet being in command. The brothers of the family are Captain William, who sails the tug Cupid; Cullon, who is a farmer, his land being located seven miles from Duluth; and Simon, who is sailing the tug J. H. Jeffery, Jr., in which he was interested with his brother John. The father died in August, 1892, but the mother still remains to her children.

Capt. John H. Jeffery went to Duluth in 1869, and took a contract as gang boss on a section of the Lake Superior & Mississippi railroad, then building, now known as the St. Paul & Duluth railroad. He also worked by the month carrying stone for the filling of the breakwater and canal piers at the Superior entrance to St. Louis bay, operating in the construction five scows, which were towed by the tug Amethyst, which he engineered three and a half seasons. He then engaged in wood-cutting and logging, the rate of wood chopping at that time ranging from sixty-five cents to \$1.00 per cord, and as the Captain was a strong chopper he was able to put up from two and a half to three cords per day.

At the opening of navigation the next season he took out marine engineer's license, and ran the tug Amethyst three seasons. He

then took the tug Fred and Will, in which he alternated as captain and engineer, after which he was appointed engineer of the tug Nellie Cotton, holding that berth two and a half seasons, then, in 1880, took out a master's license, and sailed her fourteen years in the same employ. He also sailed the tug Hope a short time, towing logs between Namadji and Duluth, and the tugs Siskiwitt, Kamp, Fred and Will, and Hope, as occasion required. In the spring of 1892 Captain Jeffery was appointed master of the tug J. W. Bennet, and sailed her six consecutive seasons, including that of 1898, towing logs from Cranberry, Iron and Brule rivers to Duluth. He owns a half interest in the tug J. H. Jeffery, Jr., which his brother Simon sails. The Captain has twenty-four issues of engineer's license, and eleven of master's, and has put in about seventeen years in sailing tugs, filling various offices on same; since he began sailing in 1870 he has never missed a season. The fraternal society to which he belongs is the Ancient Order of United Workmen.

On April 6, 1873, Capt. John H. Jeffery was wedded to Miss Emma D., daughter of Justice and Syble Walker, of Gardner, Ill. The children born to this union are William H., now wheelsman on the tug J. W. Bennet; Minnie Lucy, wife of Fred N. Wilbur, of Duluth; Merttie E., a high school pupils, and John H., also attending school. The family homestead is at No. 323 Fourth avenue, East Duluth, Minnesota.

JAMES W. BEACH when a lad possessed great bravery and manliness, and at the age of ten years drove a team of horses from Geneseo, N. Y., to Hall's Corners, Mich. He was born at the former place April 5, 1821, and is the son of Samuel Beach, a farmer, who left the family some time afterward and went to Michigan.

Here he purchased land and built a log-cabin upon it, after this going back to the family in New York State for a short time. He soon left, however, and blazed the trees as a guide for the sharp eyes of his son, who was to conduct the family to the place which he had prepared for them. This was accomplished, and they duly arrived with all the

necessary household effects. Soon after their advent, another family, that of John Marvin, from the same town in New York, arrived and made their home with them in the cabin which had been prepared by Mr. Beach, and in this place Azubah B. Marvin and James Beach passed their childhood and youth, and on March 9, 1843, were united in marriage, forming a closer tie between companions from infancy. They remained here till 1850, when Mr. Beach came to Cleveland, and found employment in the Cuyahoga Works, now the firm of Bassett, Presley & Train, he having learned the machinist's trade in Coldwater, Mich. He remained in Cleveland a year, and was then joined by his wife. Later on he connected himself with the Union Steamboat Company, of Buffalo, being in their employ for over twenty years, some of which time was spent as chief engineer on the lakes; but in 1868 remained on shore as chief engineer of the line. During his career as marine engineer he was on the Wabash, Genesee, Jersey City, New York and other vessels.

Mr. Beach was the father of five children: (1) Harriet I., born September 24, 1845, died in August, 1847; (2) Ellen M., born August 28, 1848, died in the fall of 1859; (3) George N., born September 3, 1851, died in July, 1852; (4) Florence A., born October 19, 1854, married Albert C. Berger, April 25, 1878, and is the mother of four children—William B., deceased; Grace, Raymond and Abigail; and (5) Oscar M., born December 19, 1862, a marine engineer, filling the position of chief on the Vulcan and Wallace, having served an apprenticeship under his father. During the American-Spanish war he was employed as machinist on the torpedo boat Dupont, which carried to the battleship Maine the message ordering her to Havana, and later on was active in the Havana blockade. At the close of the war he was engaged on the torpedo boat Rogers, belonging to the United States navy. He is married and lives at the old home in Cleveland.

Mrs. Beach died January 25, 1895, and was preceded twelve years by the death of her husband, which occurred May 18, 1883. Up to the last he had charge of the business

at Buffalo, having visited the office on the day of his death. He was practically what is termed a self-made man; was a fine scholar, and an accurate mathematician, though he never attended school after he was ten years of age.

HIRAM GARRETSON was one of the pioneers of the Lake Superior shipping trade, who made his first appearance in the commercial life of the Great Lakes in 1852. He was the son of Quaker parents, and was born in York county, Penn., July 5, 1817. The family removed to New Lisbon, Columbiana county, Ohio, while he was very young. His father opened a general store in that place, and young Hiram attended the country schools, obtaining as good an education as was possible there. He then became a clerk in his father's store, where he remained until he was nineteen years of age. His commercial instincts were strong, and about this time he perceived the advantages of the trading life on the Ohio and Mississippi rivers. This commerce was carried on at that time in rudely constructed boats that dropped down the rivers with cargoes consisting of a general assortment of needful commodities, stopping at each town or village and remaining as long as it is profitable to do so. As there were few stores along the route, this form of commerce prospered greatly. At the end of the trip, the boats were sold in New Orleans for what they would bring, and the owners returned to their homes to prepare for another voyage. Mr. Garretson continued in this venture for some time, after which he returned to New Lisbon and succeeded to his father's business there, remaining until 1851 when he disposed of his interests, and in 1852 he removed to Cleveland. He was accompanied by two fellow townsmen, Dr. Leonard Hanna and Robert Hanna, brothers, also residents of New Lisbon, and the three upon reaching Cleveland set out in business together, under the firm name of Hanna, Garretson & Co. They acted as forwarding commission merchants, shipping supplies of various kinds for the copper and iron mines in the Lake Superior regions,

and bringing down the mass copper that was mined there to be shipped to the East for smelting. At the time they began business, there was but one vessel of importance in the Lake Superior trade, and against the advice of others they began the construction of a steamer for their own use. This vessel, the *City of Superior*, proved a complete success, but it was lost after a few trips. Nothing dismayed, the firm at once commenced another vessel, the *Northern Light*, which was in service for a long period.

On the death of Dr. Leonard Hanna, the firm was dissolved. Mr. Garretson withdrew and founded the house of H. Garretson & Co., on Water street, with a shipping house on the river. There he carried on business similar to that of the former establishment, having in time a line of fine steamers, running to the Lake Superior region. He was also agent for the Union Steamboat Company with vessels plying on Lake Erie, on which the mass copper was received from the Lake Superior region and reshipped to the East. He built up a very large business, which stood in the first rank at the close of the year 1867, in the amount of annual sales. In that year he sold out the business and organized the Cleveland Banking Company, which was opened for business, with Mr. Garretson as president, February 1, 1868, with a capital of \$325,000. This became one of the most important financial institutions of the city. In 1869 the Cleveland Banking Company was merged in the Second National Bank, upon the reorganization of the latter. Mr. Garretson became cashier of the new institution, holding that position for five years, when he was elected president. He retained the latter office until his death, which occurred May 7, 1876. Mr. Garretson was interested in various enterprises during his long business career, and was one of the most prominent characters of his time in Cleveland. He took a keen interest in current events, and was patriotic and public spirited.

Mr. Garretson was twice married. He was first united with Miss Margaret K. Armstrong, whose death occurred in 1852. They had three children, of whom one son, Gen.

George A. Garretson, is living. He is president of the National Bank of Commerce, which bank is the outgrowth of the old Second National Bank. Afterwards, Mr. Garretson was married to Mrs. Ellen M. Abbott, formerly Miss Ellen M. Howe, by whom he had three children, a daughter, Ellen, now Mrs. J. H. Wade, being the only one living.

DANIEL W. CHIPMAN, JR., is a thoroughly practical machinist, and one of the most popular and widely known marine engineers on the lakes. He is the son of Daniel W. Chipman, local inspector of steam boilers for the Milwaukee district, who is a native of Vermont, and a descendant of one of the oldest families in this country. His mother was Miss Susan Con-saul, a member of a New York family of great respectability.

Daniel W. Chipman, Jr., was born in Harbor Creek, Penn., on December 2, 1862, and two years later removed with his parents to Milwaukee, where he attended the public schools until he reached the age of sixteen. After leaving school he entered the employ of James Sheriffs, proprietor of the Vulcan Iron Works. In 1881 Mr. Chipman went to St. Paul as machinist for the Pray Manufacturing Company's shops, going thence to St. Louis (on the passenger steamer Libbie Conger), where he was placed in charge of the engine and tool room of the Whitman Agricultural Works. Two years later he went to Cincinnati and engaged in a marine shop for a time, afterward shipping as striker on the steamer Andy Baum, plying between Cincinnati and Memphis in the Ohio River Packet line, in connection with the New Orleans steamers. In the spring of 1884 Mr. Chipman returned to Milwaukee, and after tugging a short time he shipped as fireman on the steamer Susie Chipman, taking out a license the next year, and receiving promotion to the berth of second engineer. In 1886 he again went to St. Louis, and engaged with the Whitman Agricultural Works. Returning to Milwaukee, he was appointed chief engineer of the steamer G. T. Burroughs, holding that office two seasons, and in 1890 he joined

the steamer George Burnham as chief, closing the season in the Rand. The following season he became chief of the Rube Richards, and ran her until June, 1892, when he transferred to the passenger steamer City of Charlevoix, which came out with new machinery, and plied between Chicago and Mackinac island. Mr. Chipman then entered the employ of the Milwaukee Tugboat line as chief engineer of the steamer Neosho, running her until June, 1897, when he resigned to become representative of the Automatic Boiler Cleaner Company. In October he took the examination for the position of assistant boiler inspector at Milwaukee, and passed, but he did not get the appointment. During the winter of 1897-98 he occupied the position of chief engineer of the steamer Alice Stafford, plying between Manistique and Frankfort in connection with the Ann Arbor railroad, in the spring taking her to Milwaukee for repairs and joining the steamer Niko as chief engineer. He is now the manager of the Automatic Boiler Cleaning Company, with offices in the Matthews building, Milwaukee. Mr. Chipman is an ardent member of the Marine Engineers Beneficial Association, is chairman of the board of trustees, and was financial secretary four years. He also represented the association at the engineer's conference in Detroit in 1891, and represented Milwaukee lodge as delegate at Washington in 1892, and at Chicago in 1893.

On June 29, 1887, Mr. Chipman was married to Miss May, daughter of F. W. and Delia (Whipple) Dustin, of St. Louis. The children born to this union are: Daniel Francis, Albert Henry, Morton Howard and Edward Charles. The family home is situated at No. 500 Scott street, Milwaukee, Wisconsin.

JOHN A. O'MARA is a steady, quiet, unobtrusive man, and a careful, capable engineer. He laid the foundation of his success in his chosen line by dint of industrious attention to details, and a thorough mastery of the fine points of his trade. Beginning life at the lowest round of the ladder, he has reached his present position with the

Northern Steamship Company by reason of steady habits and a close attention to his various duties.

Mr. O'Mara is a son of Patrick and Katherine (Flanery) O'Mara, the former of whom has been steward in the employ of the Anchor line for a period of ten years. Patrick O'Mara has four sons besides John: Frank J., a letter carrier; Henry, a casket maker; James, a bricklayer; and George, a machinist by trade, who was oiler on the steamer *Susquehanna*, of the Anchor line, for the season of 1895.

The subject of this sketch was born at Buffalo December 24, 1865. In addition to a common-school education received at Public School No. 4 of that city, he attended the school of the Sisters of Mercy on Fulton street and also St. Joseph's College. Immediately succeeding his school days he found employment with the Buffalo Express Company as elevator boy, at which occupation he remained six months. From the *Express* he went to the *Courier* as mail boy, and then fed the respective presses of the *Express*, *Telegraph* and *News*. In 1880 he began a period of five years at learning his trade in David Bell's shop, after which, in 1885, he entered the service of the Anchor line of steamers as oiler on the *Delaware*, but closed the season as oiler on the *Conemaugh*. In the early part of the season of 1886 he was still oiler on the *Conemaugh*, but finished it as second engineer of the *Gordon Campbell*, of the same line. During the first two months of the season of 1887 he was in the employ of the Eagle Iron Works, which he left to accept second engineer's berth in the steamer *Fred Mercur*, of the Lehigh Valley line, and closed the season in that service. In 1888 he was second engineer of the *E. P. Wilber* for three months, and for the remainder of the season was second engineer of the steamer *Clyde*, also of the Lehigh Valley line. In 1889 he was second engineer respectively of the *Clyde* and *H. E. Packer*. In 1890 he fitted out the *Fred Mercur*, and then became second engineer of the *Virginia*, of the Goodrich Transportation Company, between Chicago and Milwaukee, which he brought out of Cleveland new. The Vir-

ginia was laid up at Manitowoc, Wis., in the fall, and Mr. O'Mara closed that season, first with two trips as second engineer of the *Chemung*, and the remainder of the time as second of the *Oswego*, both of the Erie railway line. It was in 1891 that he first entered the service of the Northern Steamship Company, and during that season he was second engineer of the *North Star*, for the four succeeding seasons—1892-93-94-95—occupying chief's berth in the same steamer. For the seasons of 1896-97-98 he was chief engineer of the Northern King.

Mr. O'Mara is a member of the Marine Engineers Beneficial Association, Lodge No. 1, of Buffalo. He was married at Buffalo, in 1884, to Miss Annie G. McClure, and they reside at No. 799 Elk street, Buffalo, New York.

CAPTAIN CHARLES Z. MONTAGUE, although comparatively a young man, has attained a good position as master of steamboats. He was born in Huron, Ohio, on July 7, 1857, and is the son of Capt. Robert Bruce and Sarah Jane (Johnson) Montague. His father will be remembered by many of the older class of lake mariners as a master of good repute, who attained his first command when but twenty-two years of age. This was the schooner *Kanter*, and on one voyage she was caught in a squall on Lake Michigan not far from the west shore, and rolled over. The Captain's wife, who was in the schooner at the time, and the entire crew, narrowly escaped death. Captain Montague then sailed the schooner *Jura* successfully nine consecutive seasons; the schooner *J. B. Wilber* eight seasons; the *J. F. Card*, two seasons, and closed his active life on shipboard as master of the steamer *St. Paul*. Upon his retirement, he returned to Duluth and opened a shipbroker's office, associating in partnership under the firm name of Miller & Montague, which he conducted up to the time of his death, which occurred in September, 1884, in Duluth, his wife following him to the world of rest November 18, 1897.

Capt. C. Z. Montague, whom this sketch more especially concerns, after acquiring a

good public-school education in his native village, took up the lines of life followed by his father, shipping with him on the schooner J. B. Miller, when a boy, remaining nine years, during vacation of schools, finally attaining a position as mate, and in that capacity served until appointed master. In the spring of 1882 he was appointed master of the schooner Owasco, which he sailed two seasons, going thence onto the schooner Southwest. During the year 1885 the Captain engaged in business ashore. The next spring he entered the employ of the Republic Iron Company, of Cleveland, as master of the schooner Grace Holland, and sailed her three seasons.

Captain Montague then superintended the construction of the steamer C. W. Elphicke, and having taken out master's papers, brought her out new in 1889, and sailed her four seasons. He then entered the employ of C. W. Elphicke & Co., of Chicago, as master of the new steamer Arthur Orr, which was built under his supervision, as was also the steamer George N. Orr. He sailed the former three and the latter two seasons, resigning in the spring of 1898 to accept the command of the fine steel steamer Pontiac, owned by the Cleveland Cliffs Iron Company.

Captain Montague, since attaining to the command of vessels, has proven himself to be one of those masters usually designated as lucky, having always had a good boat under him, and meeting with no casualties. He owns a moneyed interest in the steamer C. W. Elphicke. He holds a composite interest in life, combining the duties of a sailor in summer with those of a farmer in winter, being assisted very materially by his accomplished wife in conducting the farm, which consists of two hundred acres in Huron township.

Socially, he is a member of the Ship Masters Association, and carries Pennant No. 278; is a Knight Templar of Erie Commandery No. 23, and a Knight of Pythias. Both the Captain and Mrs. Montague are active members of the Episcopal Church.

On April 15, 1884, Captain Montague was wedded to Miss Sarah, daughter of Isaac and Martha Newton, of Huron, Ohio.

Two children, Newton Bruce and Edith, have blessed this union. The family homestead is in Huron, Ohio.

FRED E. WHEELER, a prominent marine engineer of Auburn, N. Y., was born at Ogdensburg, N. Y., May 4, 1844, a son of Elisha R. and Eleanor (Fowler) Wheeler. He acquired his education at the public schools, which he attended until the spring of 1869, when he decided to learn the machinist's trade, for which purpose he went to Oswego, N. Y., and entered the employ of the Vulcan Iron Works, serving an apprenticeship of four years.

In 1873 Mr. Wheeler took out a marine engineer's license, and was appointed to the tug Oneida, operating out of Oswego harbor. The following year he was made second engineer of the steamer Westford, and later he ran the engine at the mill of Farwell & Himes in Oswego. In the spring of 1877 he removed to St. Catharines, Ont., and ran the tug Kittie Hate on the Welland canal, remaining that season. After a season as second engineer on the steambarge Lothair, he was appointed chief and remained on her until the close of navigation, 1880. The next season he took charge of the machinery of the Alma Munro. In 1882 and 1883 he was in the employ of the Edge Tool Works at St. Catharines, and in 1884 he entered the employ of Muir Brothers, of Port Dalhousie, Ont., as chief engineer of the steamer Enterprise, and in 1885 became chief of the Albion, plying between Georgian Bay and Lake Erie ports, to Montreal, Quebec. In the spring of 1886 he shipped as chief of the steamer Van Allen, out of Port Hope, Ont.; and in 1887 as second on the passenger steamer Alberta, of the Canadian Pacific railroad, closing the season as chief of the steamer Niagara, of Toronto, Ont. His next steamboat was the Belle Wilson, which foundered in Thunder bay, Lake Huron, twelve miles off Harrisville, Mich., August 8. The crew took refuge in the yawlboat, and after being buffeted by the waves for six hours were picked up by the steamer M. M. Drake and taken to the Sault.

That winter Mr. Wheeler removed to

Auburn, N. Y., and took charge of a stationary engine for the Auburn Manufacturing Company, holding that berth two years. In 1891 he took out an issue of American license, and fitted out the river tug Samson, owned by Bliss & Co., of Tonawanda, N. Y., on which he made one trip, being appointed chief of the steamer Ira Chaffee. This steamer was burned at the Sault in July, and he finished the season as chief on the passenger steamer City of New Baltimore. His next steamboat was the Sarah E. Sheldon. The seasons of 1893-94 were passed on the steamer Monteagle as chief engineer. Mr. Wheeler remained at Auburn during the following year in charge of the electric light plant of the Hemmingway Preserving Company, and of David Wadsworth & Son, manufacturers of agricultural implements. In 1896 he went to Cleveland, and was made chief engineer of the steambarge Margaret Olwell, which position he holds at this writing. He has eleven issues of Canadian engineer's license, and eight of American issues.

On May 12, 1869, Fred E. Wheeler was wedded to Miss Mary Louisa Wilcox, of Clayville, Oneida county, N. Y. They have one daughter, Clara Augusta, now Mrs. John F. Walts.

RICHARD MAHONEY, who throughout the greater part of his active business life has been identified with the lake marine, was born July 22, 1859, in Hamilton, Ont., where he lived until about 1876, when he removed to Detroit, there continuing to make his home until 1895. He now lives in Buffalo, N. Y. His father, Dennis Mahoney, still resides in Detroit, where he is engaged in business.

On leaving school at the age of fourteen, Richard Mahoney entered the Grand Trunk railroad shops at Hamilton, Ontario, where he remained some time, and was then employed in the Hinch Cliff Iron Works, of the same place; later he spent several winters in the Detroit Dry Dock Engine Works. In the spring, when he was nineteen years of age, he began his marine career on the tugs in the Detroit river in the employ of S. A. Murphy, of Detroit, and was then chief

engineer on the D. C. Whitney for six seasons, after which he served in the same capacity on the B. W. Blanchard for two seasons. The next season he spent on the Minneapolis, and the same length of time as chief on the John Pridgeon and the A. A. Parker, in the employ of A. A. Parker, of Detroit. The early part of the season of 1896 he spent on the Cuba, but after October of that year he was chief engineer on the Maurice B. Grover until October 8, 1897, when he was appointed chief of the Servia, and acted as chief until April 27, 1898, when she burned on Lake Superior. On June 8 was appointed chief of the Arizona, which position he still holds.

Mr. Mahoney has been very fortunate as to shipwrecks and accidents, never having experienced any serious trouble of that nature. While on the Kate Moffat on Lake Huron, however, the boat was burned, but the crew found means of escape in the small boats, landing without much difficulty on Presque Isle. Mr. Mahoney is a member of the Marine Engineers Beneficial Association No. 3, of Detroit, Michigan.

CAPTAIN ABNER G. GILBERT is a son of George Gilbert, who was born in Buffalo in 1835. He was a fisherman and sailor all his life, and for the last three years was lighthouse-keeper on the Horse Shoe Reef, outside of Buffalo harbor on the Canadian side. He died in 1873.

Captain Gilbert was born in Buffalo in 1857. Leaving school at the age of fifteen, he began life as a fireman, which occupation he followed about three years. Previous to that, however, and during his school days he ferried on Buffalo creek at odd times, for about four years. At the age of eighteen, in the spring of 1876, he accepted employment on the lighthouse supply boat Haze, in which he was retained about twelve years, the last four holding mate's berth. In 1888 he was made master of the screw steamer Vision, and, for the three succeeding seasons, of the steamer Pilgrim, both of which plied to all the resorts in the vicinity of Buffalo, including those on Niagara river. In 1891 he was given charge of the overseeing of the building of the

twin-screw steamer *Puritan*, and was her master for that and the two succeeding seasons. Following that employment he was engaged for three years as master of tugs for Carroll Brothers, hauling sand and limestone from Canada for the Buffalo Furnace Company. Captain Gilbert was a charter member of the local Harbor No. 41, of the American Association of Masters and Pilots of Steam Vessels. He is a single man, and resides with his mother, Mrs. Mary C. Gilbert, at No. 271 Front avenue. His brother, Charles H. Gilbert, has for about eight years been on sail vessels and master of tugs in Buffalo harbor. Another brother, Thomas A. Gilbert, is a resident of Buffalo, and assistant engineer of the steamer *Haze*, above mentioned. Nellie, a sister, is the wife of Frederick Smith, a marble worker by trade. His youngest sister is unmarried, and resides at No. 271 Front avenue, Buffalo, New York.

THOMAS R. TEARE was born on the Isle of Man, in 1856, came to the United States in 1871, and settled in Cleveland, Ohio. He attended the public schools of that city, and afterward learned business methods at a night school. He is the son of Charles and Anna (Clark) Teare, of Kirk Andreas, Isle of Man. His father was the proprietor of a large agricultural works at that place for sixty years, and lived to be eighty-four years of age; the mother died at the age of sixty-five years.

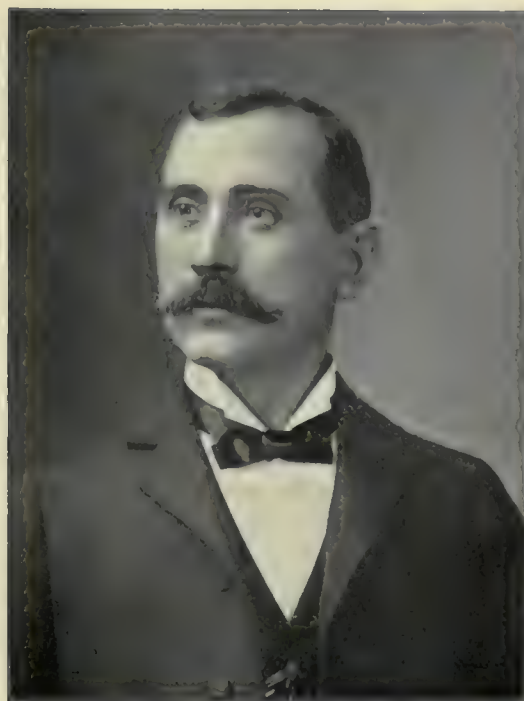
Thomas R. Teare, after finishing his education, found employment at blacksmithing in the old Cuyahoga Works, where he remained about a year. Being a good workman, and of an ambitious turn of mind, he soon found it possible to start in business for himself, and, uniting with Mr. Burke in 1884, opened a general machine shop on Michigan street under the firm name of Burke & Teare, where he continued two years, when the firm was dissolved. In 1886 he opened up with a more extensive plant at Nos. 171 to 177 River street, corner of St. Clair, taking as a partner Mr. Wight, under the firm name of Teare & Wight. This connection lasted about two years, Mr. Wight withdrawing from the

firm. Mr. Teare then admitted Mr. Thomas into partnership, and in 1890 the firm was incorporated under the firm name of the River Machine & Boiler Co., having in the meantime erected a commodious brick building, especially designed for this business at Nos. 108 to 114 River street. Mr. Teare was chosen president and treasurer of the company and Mr. Thomas vice-president and general manager. The company grew steadily in popularity and prosperity, which is due in a great measure to the prompt business methods of Mr. Teare and the good quality of the work turned out under the eyes of Mr. Thomas.

In 1885 Mr. Teare was united in marriage with Miss Eliza Jane Teare, of Cleveland, to which union one son has been born, Allen Clark Teare.

JOHN N. KIRBY is a son of Capt. John and Mary Kirby, and was born December 10, 1867, at Cleveland, Ohio. He attended the public schools of Cleveland, also going through the high school.

In 1885 he entered the employ of the Globe Iron Works Company to learn the machinist's trade, and remained full four years—thoroughly learning that handicraft, as will be noted by his rapid advancement. In the spring of 1889 he shipped as oiler on the steamer *Northern Queen*, when she came out new, finishing the season on the *Caledonia*. In 1890 he came out with the new steamer *LaSalle*, of the Lake Superior Iron Company line, and in June obtained his first license as first assistant engineer, and shipped on the steamer *Niko* in that berth, finishing the season on the *Charlemagne Tower*. In 1891 he shipped as second engineer of the steamer *Sitka*, finishing the season on the *Vulcan*. In 1892 he went as first assistant on the steamer *William Chisholm*, remaining one season. In the spring of 1893 he entered the employ of the Bradley line, and came out first assistant on the new steel steamer *Alva*, remaining the full season. In 1894 he received an appointment as chief engineer of the *Gladstone*, of the same line, remaining in charge of her machinery two seasons. He was then appointed chief of the *Alva*, which



J. R. Teare.

steamer he had laid up at the close of navigation in 1897, at Buffalo.

In the winter of 1890 Mr. Kirby joined the Marine Engineers Beneficial Association at Cleveland, and in 1891 he was elected corresponding secretary, holding the position three years, when he was elected vice-president. In 1895 he was chosen president of the association, which office he has held three years. He is a Royal Arch Mason and member of the Royal Arcanum.

In January, 1898, Mr. Kirby was married to Miss Jeannette Poole, of Gambier, Ohio, and lives at 206 Franklin avenue, Cleveland, Ohio.

CAPTAIN JAMES FINEGAN is a salt-water sailor of fourteen years' experience, ten of which have been spent in service on the Atlantic Ocean and four on the Pacific, also one of the early lake mariners, some twenty-one years of his sailing life having been passed upon the Great Lakes. He was born in 1829, in County Wexford, Ireland, a son of John and Mary (Doyle) Finegan, also natives of the Emerald Isle. The father came to New York State, and died in Utica in 1863, the mother having passed away in Ireland.

Our subject was reared and educated at the place of his nativity, and at the age of fifteen began a four-years' apprenticeship on the bark Margaret, sailing out of New Ross, County Wexford, and on this boat saw six months' service as second mate. This same bark Margaret was one of the vessels which carried seven cargoes of passengers across the ocean during 1847, her starting point being New Ross, her destination Quebec, and her cargo 670 people, including crew; the time in making this voyage was thirty-five days. While out at sea ship cholera visited the ship, and 350 passengers and six sailors succumbed to it and were consigned to the deep. His next berth was before the mast on a vessel bound from Baltimore to Liverpool, England. On his arrival at the latter place he shipped on an English vessel and returned to New York. Leaving her at this port, he put in three months on coasters. He was also before the mast on ocean vessels during the trans-

porting of two cargoes of passengers to Quebec, one to New York, one to New Orleans, and one to Baltimore.

Proceeding to New Orleans, he there shipped on the ship Peter Marcy, bound for Havre, France, making two voyages in that trade; then sailed to Mobile on cotton vessels. After a time he shipped on a bark bound from New Orleans to New York, where he shipped on the clipper Young America that sailed round the Horn to San Francisco, reaching that port some time in 1851; from there he went on her to Mendocino, Cal., where he left her, securing a position as overseer of scows for a lumber company at that place. Returning to San Francisco he shipped from that port as first mate on the brig Glencoe, in the Puget Sound trade, with which he was connected three years, sailing between 'Frisco and the Sound. Then he sailed for Honolulu, where he left the vessel, and made his way to Nicaragua, thence proceeding to Panama, and from there to New York, thence to Chicago, arriving in that city about 1856, being then twenty-seven years old. The Captain put in some eighteen years ashore, acting as a stevedore about the docks of New Orleans and Mobile.

In 1856 Captain Finegan began sailing out of Chicago, his first voyage being on the schooner Abigail, engaged in the lumber and wood trade. He shipped on her as an able seaman, but at the end of two months bought the schooner 76, sailed her, and had her nearly all paid for when the party from whom he had bought her failed, and she was sold on a mortgage, Captain Finegan knowing nothing of it. He then returned to the Abigail, and sailed on her as mate one and a half seasons, at the end of which time he sailed the schooner Dresden for one year; then bought a quarter-interest in her, his partner being a Mr. Buckley, the firm being known as Buckley & Finegan. After two years the firm purchased the schooner Syracuse, which our subject sailed for six months, her career ending by foundering in Saginaw bay. After that the firm bought the schooner Sam Robinson, and Captain Finegan sailed her for two seasons in the grain trade. The next vessel in which our

subject was interested was the topsail schooner *Dan Tyndall*, bought by Buckley, Finegan & Roach, and our subject sailed her for three seasons, when she was wrecked in 1871, in Lake Michigan, becoming a total loss. He then sailed the *Sam Robinson* again, bound for Oswego with grain, which, however, at the end of about four months was run down in a fog. His next vessel was the barkentine *Winona*, which he sailed some five years, having fitted her out for ocean voyages. At Michigan City he loaded her with lumber, took her to Liverpool, England, put her in dock there, had her coppered, and when ready sailed her to Buenos Ayres, South America, with a cargo of coal. He then loaded her with grain up the Paraguay river, unloaded her and returned empty. While there he did considerable business in the grain trade, in connection with an English steamship, our subject agreeing to furnish ship and crew for \$800 per month, the steamship people to furnish pilot. On one trip he went up the river some 1,500 miles (the voyage occupying forty days), but she was tied up on account of low water. He then sold the vessel and began contracting at Buenos Ayres, a business he followed twelve years, putting up windmills, etc. After a residence of sixteen years in that city, he returned to Chicago in 1895, since when he has lived retired.

In 1858 Captain Finegan was married to Miss Mary O'Connor, who was born in Ireland, and by this union there are two children living: John H. and Marie Catherine, both in Chicago. The Captain owns a couple of good residences on Carroll avenue. Socially, our subject is a member of the U. O. T.

ROBERT CAMERON has sailed out of Port Huron many years as a marine engineer, and is well qualified for the responsible position which he holds, as chief engineer of the fleet owned by A. Comstock. He is the son of Donald and Margaret Cameron, both of whom were born in Scotland. They removed to America early in the 'forties, locating at Dorchester, Ont., where Robert was born on February 28, 1851. Soon after this event they came to the United

States, settling in North township, Sanilac Co., Mich. The father died while Robert was very young, and the children were left to the care of their mother, who passed to the better world June 2, 1882. James is second engineer of the passenger steamer *City of Detroit*, and John L. is second in the *City of Alpena*.

Robert Cameron improved the opportunities he had for an education, after which he entered the employ of the Freeling Lumber Company in their sawmill; and also in the sawmill of Jerry Hall, both being in the Saginaw Valley. Six years passed in this occupation, and he then returned home and went to work in Philo McIntyre's flouring-mill in North township, Sanilac county, where as engineer of a stationary engine he remained about eighteen months, when the mill was destroyed by fire. He then went to Port Huron, and engaged in booming logs for Daniel Runnels. In 1877 and 1878 he ran an engine for a pile driver in Port Huron.

In the spring of 1879 Mr. Cameron took out engineer's license, and shipped as second in the Buckeye State. The next spring he entered the employ of the Port Huron & Sarnia Ferry Co., as chief engineer of the Wesley Hawkins, holding that berth until the winter of 1882, when he transferred to the James L. Beckwith, running her during the winter. The next season he joined the steamer *City of Concord*, as chief, remaining in her the next two seasons, until she went ashore at Sand Beach, the year that the piers at the harbor of refuge went to pieces. In 1888 he purchased an interest in the tug *Mystic*, and engineered her until the close of navigation, when he sold out his interest, the next spring again going as chief of the steamer *City of Concord*, and running her two seasons. In the spring of 1892 he was appointed chief of the steamer *Kittie M. Forbes*, and was in her until August, 1894. He closed that season as chief of the Porter Chamberlain, taking the same berth the next spring. On one trip she sprang a leak and waterlogged between Ashabula and Cleveland, and notwithstanding that one of the fires was put out by the water, he stuck to the engine until he ran her into Cuyahoga river at Cleveland, when

she settled on the bottom. In 1897 he again entered the employ of A. W. Comstock, as chief engineer of the Simon Langall, laying her up at Chicago at the close of navigation, and assuming charge of her machinery in 1898. During the winter months he looks after repairs of the other steamers of the fleet.

He is a Master Mason of Port Huron Lodge No. 58, a Knight of the Maccabees, and a member of the order of Woodmen.

Mr. Cameron was united by marriage on March 8, 1882, to Miss Elizabeth Brownlee, of Port Huron, a daughter of Capt. William Brownlee, who commanded vessels on ocean and lake for many years, and visited all parts of the world. He was in command of the schooner Hattie Wells when he died in 1893. Mr. Cameron has three children: Bessie O., Gertrude A. and Marion B. The family homestead is at No. 1103 St. Clair street, Port Huron, Mich.

THOMAS B. KELLEY, who is one of the most prominent and popular marine engineers sailing on the lakes, was born in 1848, at Cleveland, Ohio, where he acquired his education at the public schools. He learned the machinist's trade at the old Cuyahoga works, remaining three years. During the next three years he acquired more practical experience in the line of his trade at the machine shops of John Ayres and John Holt. In 1867 he shipped as oiler on the passenger steamer Atlantic, of the Cleveland and Buffalo line.

He then took up the duties of a marine engineer as a second on the Englemann Passenger line, plying between Milwaukee, Grand Haven and Manistee, remaining two years. In 1870 he entered the employ of the Winslow Tug line as chief engineer of the tug Clematis, holding the position four years, and in 1875 he shipped as chief on the river tug Crusader, remaining on her four years. In 1879 he was appointed chief engineer of the steamer C. J. Kershaw, remaining two seasons. In the spring of 1881 he entered the employ of the Wilson Transit line, and engineered the steamers Hiawatha, Wallula, Spokane, Sitka and Yakima. In the spring of 1889

he transferred his services to the Cleveland Cliffs Iron Company as chief engineer of the line, and brought out the new steel steamers Frontenac and Pontiac, laying the latter steamer up in Cleveland harbor December 17, 1896. In 1898 he bought the new steamer Presque Isle for this same company. He is an active member of the Marine Engineers Beneficial Association.

Mr. Kelley was united in marriage to Miss Mary Bergnier, of Cleveland, in 1880. The family residence is on Scovill avenue, Cleveland, Ohio.

A. FELL is the best-posted freight man in Buffalo, for two reasons—he wields the most authority, and he has seen more service than his contemporaries, having served continuously in the business for fifty years, so that he is ready to declare himself fairly immersed in freight matters, and thinks on those lines from force of habit.

Mr. Fell was born in Yorkshire, England, October 10, 1832, and early commenced railroad service. In 1846 he was connected with the London & Northwestern, and was sent to Liverpool in its interests in 1852. In 1858 he accepted a position from the Buffalo & Lake Huron railroad (formerly known as the Buffalo, Brantford & Goderich), and on arriving here found the headquarters at Brantford, Canada. His experience, however, pointed to Buffalo as the more desirable place, and accordingly he removed the headquarters to the Erie street depot, in that city. The Buffalo & Lake Huron road appeared not to have flourished at first, but Mr. Fell soon gave it new life. The road put a lake line on from Goderich to Chicago, and covered Lake Ontario in the same way from Port Dalhousie to Kingston and Oswego. Some exchange of freight was made with the Erie & Buffalo, but the business was not large by that route. All the Buffalo elevators were without anything except canal connection, but Mr. Fell accomplished something by inducing David S. Bennett to connect the old Dart elevator with the road, and this appears to be the first move made toward shipping grain in bulk to and from elevators by rail, as up to that time the trade was monopolized by

lake and canal. Mr. Fell lived at Buffalo and maintained his headquarters there, but the official headquarters were at Brantford, where he spent an hour or two every week.

In 1864 the road was leased for ninety-nine years to the Grand Trunk. Mr. Fell thought seriously of going out of the railroad business, but he was invited back to London and asked to go first to Demerara and then to the East Indies in the interest of English capital invested in railroads. He declined all these offers, however, and returned to America. In Buffalo he met William G. Fargo, and was soon in charge of the Merchants Despatch Freight line (then owned by the American Express Company), which he built up, and continued with it after changing it into a stock company. Afterward he went to New York and arranged for the shipment of imported goods west, in bond, which greatly facilitated business. Later he went to Detroit as agent for the Detroit & Milwaukee road, and in 1873 was made general agent for the Michigan Central and Great Western railroads at Rochester, where he remained until he took hold of the Blue line, and built it up, going to Philadelphia in 1878 to do the work. From there he moved to Scranton in 1879, and was there until the Lackawanna road was extended to Buffalo in 1882, when he was made Western freight manager of the D. L. & W. railroad, with headquarters at Buffalo, in which position he remains at the present time.

Though Buffalo is the western terminus of the Delaware, Lackawanna & Western, its influence extends directly to the other side of Lake Michigan. Mr. Fell was the pioneer of the car-ferry plan of carrying freight cars across Lake Michigan, and the two big Ann Arbor boats were built on his recommendation. Together with President Sloan, of the Lackawanna, and Mr. Cargill, of Green Bay, Mr. Fell was instrumental in building the road from Green Bay to Kewaunee, on Lake Michigan, whence a line was run across to Frankfort, and a strong competition was set up with all routes *via* Chicago. The Lackawanna is interested in several cross-lake lines that run all winter. The car ferry is a popular institution and the winter route a fixture, though the

Kewaunee-Frankfort line was not set up until about 1890. It would be a long story to give everything but the merest outline of these forty years of acquiring such an intimate and far-reaching knowledge of the freight business. That the Lackawanna authorities give Mr. Fell free rein in all freight matters, and place him at the head of all such business, is shown by his being made general manager of the Lackawanna Transportation Company, the lake line of the road, when it was organized in 1889. He is also manager of the Wabash fast freight line. No man stands higher than he in any matters pertaining to the intricacies of the transportation business.

Since the above was written, the *Railway and Engineering Review*, Chicago, under date of April 17, 1897, gives the following:

"Mr. A. Fell, one of the oldest and ablest traffic managers in the country, owing to ill health, has resigned as Western freight traffic manager of the Lackawanna lines. He began his railroad career in 1846, and since 1879 has been on the Lackawanna road."

JOHN MILLER, a son of Capt. Harry and Elizabeth E. (Realey) Miller, was born in the year 1845, at Spring Lake, Mich. His father, who was born in 1806, at Lubbeck, Germany, was an old salt-water skipper, who commenced his seafaring life in 1818, at the age of twelve years, continuing on the ocean until 1832, during which period he commanded many excellent ships. He then came to the United States, stopping a short time in New York City, but finally locating at Spring Lake, Mich., a short distance above Grand Haven, on the east shore, at that time a great lumber district, where he was numbered among the early pioneers. After reaching the lake region he again commenced his sailing career in the employ of Barber & Mason as master of the schooners *Commodore Perry* and *Porcupine*. He also sailed for Oliver Newberry, of Detroit, and Perry & Son, of Grand Haven. He then purchased the schooner *Ocean*, and sailed her until he retired, which was in 1859, a year after the

death of his wife. The children are: Captain David, who died in 1894; George W., a hardware merchant of Grand Haven, Mich.; Capt. Daniel F., of the steamer McVea; Mary I., now the wife of I. H. Sanford, of Grand Haven; Marshall, and John. The father died in 1876 at the age of sixty-nine years.

John Miller, the subject of this sketch, attended the public schools of his native town, with the exception of one summer, when he went as fireman on the steamer T. Jones out of Grand Haven, until he reached the age of sixteen years. At the breaking out of the Civil war in 1861 he enlisted in the 3d Michigan Light Artillery, and was assigned to the Sixteenth Corps of the Western Army, and was with General Sherman on his great march to the sea. His battery participated in nineteen battles, among which were Farmington, Corinth, Iuka, Cheraw, Resaca, Lookout Mountain, Kenesaw Mountain, Decatur, Atlanta, Tusculumbia, Goldsboro, Savannah and Bentonville. He was honorably discharged June 21, 1865, at Detroit, Michigan.

After his return home he went to school a short time, and in 1866 at the age of twenty-one he took out marine engineer's papers and was appointed chief engineer of the steamer tug, Hunter Savidge, holding that berth two seasons. In 1868 he was chief engineer of the steamer T. D. Dole. In the fall of that year he was one of the volunteer lifeboat crew, under the command of Capt. Richard Connell, that rescued the passengers and crew, numbering about sixty persons, of the steamer Milwaukee, wrecked on Lake Michigan, off Grand Haven. In 1869-70, he was chief engineer of the steamer Tempest, and in 1871-72 chief engineer of the steamer Leader. In 1873 he went to Chicago and was placed in charge of a locomotive on the Chicago & West Michigan railroad, with which company he remained four years; after that he passed four years with the Illinois, Midland & Valdalia Railroad Company as locomotive engineer.

In the spring of 1881 he returned to his lakelaring life, serving as engineer on the T. W. Snook for two seasons. In 1883 he shipped on the steamer C. Hickox as chief

engineer, retaining that berth four seasons. The seasons of 1887-88 he was chief of the steamer H. L. Worthington; 1889, chief of the steamer M. C. Neff, laying her up January 10, 1890; chief of the steamer A. D. Hayward for the Howell Lumber Company, of Chicago, four seasons; 1895, again chief of the A. D. Hayward. In 1896 he entered the employ of the Barry Brothers, of Chicago, as engineer of the tug Welcome, in the wrecking business, and in the spring of 1897 he shipped as chief engineer on the steamer Siberia with Capt. R. C. Pringle, thus covering a period of thirty-one years as engineer.

He is a member of the beneficial order of Maccabees, of the Marine Engineers Beneficial Association, and is a Master Mason of good report.

In 1870 Mr. Miller was united by marriage to Miss Mary I. Dixon, daughter of George W. Dixon, of Spring Lake, Mich. Their children are: Lulu F., who is assistant librarian in Hackley library, Muskegon, Mich.; and Daisy M. E., a teacher in the public school at Muskegon, where the family reside.

CAPTAIN JOHN LOWE was born December 9, 1839, in Aberdeen, Scotland, and he came to the United States with his parents at the age of seven years, settling in Cleveland. He went on the lakes in 1852, as boy on the steamer John Hollister, on which he spent one year, and commenced learning the trade of ship carpenter. He was employed in various shipyards in Cleveland for a number of years, sailing at odd times. Among the vessels with which he was connected were the schooners William B. Castle, Corinthian, E. M. Peck, Kosciusko, Great West, the barks Massillon, Colorado, and the Ethan Allan, and the schooners Plover, Challenge and R. G. Winslow. He followed his shipbuilding pursuits until he was competent to draught and mould a schooner, and he has assisted in the construction of vessels in Cleveland, on the lake shore east of Cleveland, and in Lorain, being associated with Roderick Calkins, Ira La Frierier, Quayle & Martin, Luther Moses, Peck & Masters, Capt. William

Treat, George Washington Jones and Stephens & Presley.

For three years, commencing in August, 1862, he served in the Civil war, being two years in the army and one year in the navy. He was a member of the Nineteenth Ohio Battery, under Capt. J. C. Shields, which, after being transferred to the Covington barracks, joined Burnside on the march into Tennessee, having participated in the pursuit of John Morgan just previous to that time. He was with Sherman at Chattanooga, and in all the engagements until after the battle of Kennesaw Mountain. Then he was transferred to the United States Navy at Cairo, Ill., on receiving-ship *Siren*, and became carpenter's mate of the dispatch-steamer *General Lyon*. In 1865, at the close of the war, he returned to the lakes, resuming his work in the shipyards during the winter, and sailing during the summer season, being connected with the schooner *Idaho*, Colonel Cook, and the schooner *Fayette Brown*, as mate, after which he was given command of a steamer on the Lake Superior mail route in 1871-72. In the seasons of 1873-74 and 1875 he sailed the schooner *George W. Holt*, after which he sailed the schooner *Frank Perew*, three years; the steamer *D. M. Wilson*, two years; the steamer *Tacoma*, one year; the steamer *Wallula*, four years; the steamer *Spokane*, one year; and the steamer *Kaliyuga*, nine years. He is connected with the Bessemer Steamship Company.

In 1871 he was married to Miss Kate Porter, who departed this life, leaving a son, John C. Lowe, who is now (1898) engaged in the study of medicine. In the year 1877, Captain Lowe married Miss Clara Jones, of Cleveland, Ohio. Their children are: Esther, Agnes and George.

A. J. CAMERON is a well-known marine engineer, having spent his entire life in that capacity, gaining a good reputation in that branch of marine industry. He was born August 13, 1841, at Fort William, Scotland, and is the son of John and Jeannette (Cameron) Cameron, both natives of Scotland. John Cameron came to New Brunswick, being a millwright by trade, and was

there employed by the British Government in building mills for the use of the emigrants. He lived in that Province for some time, after which he came to Owen Sound, where he died in 1873, being survived by his wife, who died in 1876 at the same place.

A. J. Cameron attended school in New Brunswick until his tenth year, when he came with his parents to Glengary, Ontario, and there lived several years. At an early age he entered the shops of Millan & Mills at Montreal, where he served an apprenticeship of four years, afterwards returning there for a considerable time during the winter.

From this firm he went on the ferry City, as engineer, after which he spent two years on the British Queen as second engineer. He then came on the Ottawa two years as chief; the Jennie Lind, two years; New Erie, one year; and the Emily May, three years, coming then on the Frances Smith, owned by Captain Smith, of Owen Sound. He entered the employ of the Water Works Company, at Toronto, at this time, and then acted as engineer five years, going then to Muskoka, Ontario, when he came to the Nipissing, which he ran three years; at Midland, Ontario, he was in charge of the Cook's Lumber Mills for three years, and afterwards came on the Rothesay Castle, running between Toronto and Niagara, and there spent two seasons. The following two years were spent in the Chicora, running on the same route, after which he spent eleven years in the Campana, running from Collingwood to Duluth. Upon leaving this boat he entered the employ of the C. P. Railroad Company, and went on the passenger steamer Alberta, running from Owen Sound to Fort Williams. He then came on the Michigan, where he has remained since 1895. He has increased his store of mechanical knowledge, and at the present time stands high in the estimation of his employers and associates.

On October 1, 1864, he was married to Miss Flora Hay, of Breadalbane, Ontario. They have had two children: Angus, who is an engineer on the Alberta, having filled the position left vacant by his father; and Alice, who is married to Hugh Mann, book-keeper for the Beatty line at Sarnia.

CAPTAIN HENRY ESFORD, master and pilot of the steamer *Corsican*, one of the Richelieu & Ontario Navigation Co.'s fleet plying between Montreal and Toronto, is a young man whose innate genius and carefulness have worked him up to a responsible position. Captain Esford was born on November 17, 1855, at Barriefield, near Kingston, Ontario, his father being Thomas Esford, a blacksmith of Barriefield.

Capt. Henry Esford received a sound education in the public schools of his native town, and when he was sixteen years of age he began an apprenticeship to one of Kingston's prominent cord wainers. Not caring for that business, however, young Esford abandoned it after serving nine months and went sailing in 1872, when he was seventeen years of age. The first boat on which he sailed was the steamer *Spartan*, belonging to the Richelieu & Ontario line, and on her he shipped before the mast. For thirteen years Captain Esford remained in the *Spartan*, and had advanced to the position of mate before the time had expired. He left her in 1885, becoming mate on the Richelieu & Ontario Co.'s steamer *Magnet*, running between Charlotte, N. Y., and Prescott, on the St. Lawrence river, for two years. During all those years he had become particularly familiar with the channels in the St. Lawrence Rapids, and qualified as one of the best pilots on the river. Time went on, and it was in the year 1888 that he took the position of pilot on the steamer *Passport*, and remained with her about five years, when he was changed to the steamer *Spartan* as mate and pilot. He sailed the *Spartan* for one season, and then took charge of the steamer *Corsican*, in which vessel he has been ever since. During the first two years in the *Corsican* he was master, and after that he became both captain and master. Captain Esford is also his own pilot in the rapids of the St. Lawrence river. That he is a valued navigator is evidenced by the fact that he has been in the employ of the Richelieu & Ontario Navigation Co. for twenty-four years.

Not only is Captain Esford a lake captain; he is also a military captain, having passed examination with honors in the Royal

Military College at Kingston, when he was eighteen years of age.

On May 4, 1877, Captain Esford was married to Miss Sarah Batten, daughter of George Batten, and youngest sister of Capt. George Batten, of Kingston. Six children have been born to them, five of whom are living: (1) Edith, the eldest daughter, is a clever young woman who took a diploma in 1895 at the Kingston Business College, after a thorough training in the public schools of Barriefield and in the high schools of Kingston. (2) Louise is attending high school at Kingston. (3) Bertha is studying in Central school in Kingston, preparatory to taking a high-school course. (4) Olive has begun her education in the public schools of Barriefield, and all the daughters, especially Edith (Mrs. Tisdale), are expert pianists. (5) Youngest of all is Master Clifford Henry, the only boy in the family, and his father's namesake; though scarcely five years old, he already shows a fondness for the water. Lowell followed Olive in the order of birth, but she died at the age of two and one-half years.

Conservative in politics, Captain Esford has taken at times considerable interest in the election of members to the Dominion House of Commons. During several contests he was political agent for Sir George Kirkpatrick, and was principal scrutineer in the election of 1896 at the polls in Barriefield. Religiously, Captain Esford bears allegiance to the Church of England. He is also a prominent member of the Independent Order of Odd Fellows.

One of the most exciting episodes in the career of Captain Esford was the burning of the Richelieu & Ontario steamer *Corinthian*, which happened down the St. Lawrence river in the Coteau Rapids, in 1893. There were ninety passengers on board, and an immense quantity of baggage when the fire broke out. Whilst the vessel is running the Rapids every man of the crew is required to handle the boat, and at that hour there were four men at the wheel, four at the tiller while the others were trimming the baggage, so that no person was left aft, when the fire broke out in the dining room, supposed to have originated

through the explosion of a lamp on the carving stand. Seeing that the fire could not be gotten under control, Captain Esford ordered the boats to be launched, and by the time that was done he had four lifeboats strung ready to lower into the water. Gang planks were run from the ship to the boats and from the boats to the land, and all the passengers and baggage were safely landed. Rapid work was done, for in fifteen minutes after the fire was discovered the vessel was completely devoured by the flames. Captain Esford received great praise from the company as well as from the passengers for his energy and presence of mind.

CAPTAIN JAMES A. SKIFFINGTON, of Detroit, Michigan, was born in Cornwall, Ontario, January 1, 1842. His parents were natives of Ireland, Patrick Skiffington, his father, coming from Tyrone, and his mother, Marie Skiffington, *née* Smith, from Dublin.

Previous to his life on the lakes Captain Skiffington busied himself for a time at farm work, and was engaged in a couple of stores. He began his lake career as forecastle boy, and in a few years rose to the command of a fore-and-aft schooner, having filled before this event the positions of cook, deckhand, wheelsman and mate, and was also before the mast.

For the past twenty-two years, since 1876, Captain Skiffington has been in command of the steamyacht, now known as the Pilgrim, but was formerly the Truant, and ten years later, 1886, became commander of the Idler. He was in the boatbuilding and boat-livery business for a period of ten years, and was owner of the Wm. Lachapelle, a smaller steamer, most of the time. During these ten years Captain Skiffington saved at least fifty people from drowning in Lake St. Clair and the Detroit river. On some of these occasions he rescued people at the risk of his own life, but never thought of personal danger when in the noble duty of saving a life.

The Captain has had some narrow escapes during his career. In the season of 1860 he shipped as fireman on the propeller

Gore, formerly the Protection, and while on her a very severe storm rose on Lake Ontario, almost wrecking the Gore, and those on board narrowly escaped drowning. The top masts came down through two decks, the steering gave way, and the lifeboats were stove in by the water barrel breaking loose. Captain Nelligan, who was in command of the vessel at this time, was lost overboard, but the others escaped safely.

In 1864 Captain Skiffington was married in Kingston, Ont., to Annie G. Dowler. They have had nine children (seven of whom are living): Henrietta (deceased), Evaline, Alfred J., Hubert H., Winnifred, Vincent T. (deceased), Truman John, Harrie R. and Willow.

CAPTAIN GEORGE A. MCCOY, the popular master of the side-wheel passenger steamer Superior, plying between Cleveland and Euclid Beach Park, was born in St. Clair, Mich., on December 20, 1854. He is the son of George and Elizabeth (Kitchen) McCoy. At the age of twelve years he adopted the life of a sailor, sailing on small scows and schooners trading between Bay City and Port Huron as a pastime during vacations, going to the public schools at St. Clair during the winter months.

In the spring of 1870 he shipped in earnest on the ferry Hattie T. Brown, plying between Bay City and Banks (now West Bay City). The next two seasons he secured a berth on the larger ferry boat J. G. Hubbard, which plied between Essexville and Bay City. In 1893 he was wheelsman on the steamer Nelson Mills, followed by a season on the A. A. Turner in the same capacity. The seasons of 1875-76 he passed as wheelsman on the steamers R. Prindiville and S. D. Caldwell, respectively. In 1877 he entered the employ of the Bay City and Alpena Company, and remained on that route five years, as wheelsman on the passenger and freight steamers George L. Dunlap, Metropolis, Dove and Arundell alternately, finally being promoted to the office of mate and sailing on all in that capacity. In the spring of 1882 Captain McCoy took out master's papers, and sailed the rafting tugs Willie Brown and Marion

Teller for T. H. McGraw & Co., for three years, after which he took command of the side-wheel steamer *Emerald*, which was also engaged in raft towing. In 1886 he was appointed master of the *W. A. Avery*. The next spring he came out as mate of the new steamer *Elfin-Mere*, and in 1888 he was appointed master of the passenger steamer *Lucille*, plying between Saginaw, Bay City and other shore ports.

In the spring of 1890 he removed to Port Huron, Mich., and entered the employ of N. Mills as master of the schooner *Leader*, remaining on her two seasons when he was advanced to the command of the steamer *Point Abino*, sailing her two seasons, after which he again assumed command of the *Leader*. He came out in the spring of 1895 as mate with Capt. D. A. Hutchison on the steamer *Iosco*, remaining until July, when he was appointed master of the passenger excursion steamer *Superior*, holding this command until the close of the pleasure season of 1897, when he was made master of the steamer *J. S. Fay*, on which he closed the year.

He is a member of the Ship Masters Association No. 2, of Port Huron, and carries Pennant No. 880; also of the beneficial order of the Royal Arcanum. He is one of those masters designated as "lucky," never having met with an accident to his boat, or lost a man.

On February 12, 1877, Captain McCoy was united by marriage to Miss Sarah Fitzgerald, of St. Clair. Their children are: Bessie, Nellie, Edward, Harry and Allie. He removed with his family to Cleveland in 1896, and they reside at No. 253 Washington street.

CAPTAIN WILLIAM H. HAZEN, at present superintendent of the Rochester & Pittsburgh Coal & Iron Co.'s dock, at the corner of Ganson and Michigan streets, Buffalo, N. Y., is a son of Capt. David D. Hazen, the present owner and master of the tug *Puritan*, and the oldest tug captain in Buffalo harbor.

The Captain was born at Buffalo, October 26, 1854, and received his education in the public schools of that city. His being

a marine man all his life was undoubtedly due to the fact that his father followed that calling, but he also seems to have had a special adaptation for marine work, for when handling tugs he was usually called upon to take hold of the difficult jobs. He began as deckhand on the Buffalo harbor tug *Daniel Boone* in 1867, and in 1868 became engineer of the tug *Itaska*, in which he remained three successive seasons. The following season, 1871, he became engineer of the tug *R. R. Hefford*, owned by O. W. Cheney, was with her a season and a half, becoming master during that time, and in 1873 went on the *Jos. Ash*, as engineer, with Capt. O. W. Cheney as captain and owner, and was in her four years. During the season of 1873 the boiler of the tug *R. R. Hefford* blew up just as she came out of Commercial slip into Buffalo river, with three canal-boats in tow. She belonged to what is now known as Hand & Johnson's line, but at that time was owned by Capt. O. W. Cheney and J. H. Jones. Her engineer, Edward Day, and master, James Hand, were both killed, the latter of whom was the only son of George Hand, an owner. A stranger named Wenheimer, who was enjoying a ride, was also killed, being blown over Brown's elevator.

In 1882 our subject was made master of the tug *A. P. Dorr* (O. W. Cheney, owner) for the six successive seasons following. At the close of the season of 1884 the *Dorr* was burned at the dock as she was being laid up. She was subsequently rebuilt, however, and a new boiler put in, but on November 26, 1888, was lost off Dunkirk in rough weather, having sprung a leak. In 1889 Captain Hazen, O. W. Cheney and Thomas Maytham built the tug *H. B. Abbott*. Our subject was master of same for about half of that season, and during the remainder thereof was in that capacity on the steamer *Periwinkle*, formerly the United States revenue cutter *Commodore Perry*. In 1890 the *Abbott* was sold, and the Captain and Mr. Cheney built the tug *O. W. Cheney*, Captain Hazen running her until the close of that year, when she was sold to Thomas Maytham. In 1891 Captain Hazen took charge of the dock belonging to Messrs.

Bell, Lewis & Yates, coal dealers, and remained their superintendent four years consecutively. In 1894 he and Mr. Cheney built the tug *Cascade*, which was subsequently sold into Hand & Johnson's line. In all Captain Hazen has been engineer, master and owner of Buffalo harbor tugs for eighteen consecutive years. In 1895 he became superintendent of the Rochester & Pittsburg Coal & Iron Co.'s docks, and he still retains that position. He has been a member of the Ship Masters Association since 1890, and was one of the charter members; has been a member of the Buffalo Harbor Masters and Pilots Association since 1892.

Captain Hazen was married at Ransomville, Niagara Co., N. Y., February 14, 1877, to Miss Venelia D. Thompson, daughter of John Thompson, of Ransomville, and they have three children: Lina D., aged fifteen years; David D., aged thirteen, and Howard O., aged three years. Our subject has also several brothers, one of them, James S. Hazen, being master of the tug *Byers*; Charles is now assistant engineer in the Buffalo City Hall building; John, engineer on a fuel scow at the Rochester & Pittsburg Coal & Iron Co.'s docks; Frank, watchman at the freight depot of the Lehigh Valley railway, and Frederick, engineer of a scow. Capt. William H. Hazen has been more than ordinarily successful in marine work. He was known as a plucky captain, and never turned back. He is one of the self-made men of Buffalo harbor.

J. E. JORDAN, who for the past twenty-four years has been in the employ of the Anchor line, is one of the six children of Thomas and Bridget (O'Day) Jordan, and was born at Buffalo, September 24, 1852. His father was one of the prominent engineers of his day, having spent forty years of his life sailing, principally on the Great Lakes.

Our subject attended the public schools of his native city in his early days. After having served his apprenticeship in the Bay State Iron Works, of Erie, Penn., he shipped on the U. S. revenue cutter *Commodore Perry*, as oiler, remaining on her

about three months of the season of 1872. The next season he entered the employ of the Anchor line as oiler on the *Gordon Campbell*, for three months, finishing the season as her second engineer. In 1874 he started as second on the *Juniata*, and finished that season on the *Gordon Campbell*, again as her second engineer. The following season he went on the *Conestoga* as her second, and subsequently was promoted to chief of the *Annie Young*, and, when she was laid up, going as second on the *Wissahickon* for the balance of the season. The next season he was again chief on the *Annie Young* until she was laid up, and finished the season as second on the *Gordon Campbell*, on which he served also a part of the next. Returning to the *Annie Young* again as chief, he remained on her a time, and the latter part of the season was given the *Alaska*, which he ran until the *Schuylkill* was completed, in 1893. He fitted her and brought her out new, and was her chief for four seasons, including that of 1897.

In January, 1889, Mr. Jordan was married, at Erie, Penn., to Miss Mary Crowley, whose people are prominent and extensive real-estate holders in Erie, Penn. Five children have blessed this union, namely: Thomas, Joseph, Edward and Marie (twins), and Raymond. The family residence is at No. 221 East Third street, Erie, Pennsylvania.

Mr. Jordan is a member of the Catholic Knights of America No. 98, of Erie; the Catholic Legion, Branch No. 392, of Erie; and was one of the founders of Local Harbor No. 39, Erie, M. E. B. A., which through neglect is now practically extinct.

DELL E. MINEY, who has sailed out of Buffalo harbor for many years as engineer and master, is a son of Anthony Miney, a lighter captain in New York harbor. Our subject had four brothers, two of whom were also engineers.

Mr. Miney was born May 25, 1858, at Clyde, Wayne Co., N. Y., at which place he obtained his common-school education. At the age of fourteen he went to New York City, and there obtained employment as

fireman on the tug Eleanor A. Kent, on which he remained two years, subsequently acting as fireman on the tug C. H. Starbuck for about six months. For the succeeding fourteen months he was greaser on the steamers that plied between New York and Tampa, Fla., in the fruit trade, and then, in 1883, removed to Buffalo to fill various positions on harbor tugs for four consecutive seasons. Beginning with 1886 Mr. Miney was engineer of the yacht Clara A. McIntire, two seasons, in Buffalo harbor. During the season of 1888 he was engineer of the Leo Lennox and James Ash, respectively, and during 1889 was engineer of the firetug City of Buffalo until May 26, when he became engineer of the Leo Lennox, remaining as such until the close of navigation. In 1890 and 1891 he was employed ashore; in 1892-93-94 he was captain of the Post Boy, and in 1895-96-97 was captain of the Adam Homer, now known as the Harlem, of which he was captain during the season of 1898. For eleven years Mr. Miney has been with the White Star Tug line, and has eleven issues of engineer's papers and nine of master's papers. In the winter of 1896-97 he was engineer of the tug H. J. Warren for the Buffalo Dredge Company. Mr. Miney has been a member of the Buffalo Harbor Tug Pilots Association since 1893, and carries Pennant No. 93; and has been member of the American Association of Masters and Pilots of Steamvessels since March, 1896.

In 1887 Mr. Miney was married to Miss Lena M. Kohn, by whom he has three children—Willis Adelbert, at this writing, aged eight; Leona M., aged six; and Earl H., aged two years. The family reside at No. 87 Wadsworth street, Buffalo, New York.

W. E. REDWAY, member of the Naval Institute of Naval Architects of England, is one of the best known marine constructors on the Great Lakes, and he is about the only member of the Institute of Naval Architects in Canada. To be a member of this Institute means a good deal, for unless a man is unusually clever he is not permitted membership in that organization. Mr. Redway was born in South Devon, England,

his father being a shipbuilder of Exmouth and Dartmouth, so that our subject was literally born into the business and reared in it.

Having received a thorough education, Mr. Redway served a long apprenticeship, and passed through every department of the noted Chatham dock yard, besides being on the northeast coast of England and on the Clyde. His last position in Great Britain was as general manager of the Castle Steel & Iron Works, of Milford Haven. Thus he became thoroughly acquainted with everything connected with vessels sailing in deep water, and was made a member of the Institute of Naval Architects in 1884. In 1885 Mr. Redway made up his mind to emigrate, and brought his family to Canada, settling in Toronto. Not much time was lost before Mr. Redway became fully employed in his line of business. Besides being connected with several big engineering schemes in Toronto, he has up to June, 1897, planned and constructed many vessels, among which were the Imperial, Mayflower, Primrose, Garden City, Mascotte, Cleopatra, Mistassini, Medora and others. Hearing of his good work the managers of the Union Shipyards at Buffalo sent for Mr. Redway, and he went there, becoming second in charge of the building of the steamer Ramapo, which occupied six months of the year 1895. Among the other achievements in later years, he has contributed a number of valuable and cleverly written articles to the marine publications, notably the *Marine Record*, of Cleveland, Ohio.

Of course Mr. Redway has not fought through this active and successful career alone, for Mrs. Redway has taken a lively interest in every undertaking. Her maiden name was Miss Ellen Rose Hodge, and on her mother's side she is connected with the aristocratic and wealthy Wheaton family, of Silverston, in England. Mr. and Mrs. Redway have four sons and one daughter. Three of the sons, Horace, Sydney and Edwin, are with the Polson Shipbuilding Company, of which Mr. Redway is construction director. Edwin is a draughtsman, Sydney, an accountant, and Horace, a foreman shipbuilder. The other son, Edgar, is

in the provision trade, and Miss Redway is an accomplished musician. Mr. Redway's active life near the water has had a beneficial effect upon his constitution, for he is yet as strong, and perhaps more able, than most men who are twenty years younger. His faculties are as sturdy as ever they were, and are likely so to remain for many years, and their owner is capable of building any craft from a battleship to a schooner.

ENGINEER PETER BRITZ, a prominent marine engineer sailing out of Marine City, has by virtue of ability come rapidly to the front in his calling. He is a son of John J. and Mary Christina (Sicken) Britz, and was born July 24, 1870. His parents are natives of Cologne, Germany, and came to the United States about the year 1852, first locating in Detroit, afterward purchasing a farm of 120 acres on the St. Clair river, upon which they settled. The mother is a sister of Capt. M. Sicken, a wealthy and prominent vessel owner of Marine City. Peter Britz, the subject of this sketch, is the youngest of nine children, and remained on the farm until he was eighteen years of age, acquiring a liberal public-school education in the meanwhile.

In the spring of 1888 Mr. Britz went to Buffalo and entered the employ of Samuel McCutcheon as an apprentice to the steam-fitting and machinist's trade, remaining two years. It was on June 26, 1890, that he commenced sailing as water-tender on the steamer *Susquehanna*, soon becoming oiler, closing the season on the steamer *Matoa* in the same capacity. The next two years he shipped as oiler on the steamers *Charles A. Eddy*, *William H. Gilbert*, *City of London*, and the *Seneca*, a Lehigh Valley steamer, working during the winter months as steamfitter. In the spring of 1893 he joined the steamer *Seneca* as third engineer, and when she laid up in ordinary, he went as fireman on the *M. Sicken* with his brother, in order that he might get in his time, and was granted an engineer's license the next spring by Mr. Schumacker, of Buffalo, for 900-ton boats, and was appointed second engineer of the steamer *Wotan*, holding that berth two seasons. In the

spring of 1896 he received first-class papers, and joined the steamer *Katahdin* as second engineer, with William Brake. The next season he was second on the steamer *E. M. Peck*. It was in 1898 that he was appointed chief engineer on the steamer *Edward H. Jencks*, running her until August, and closing the season on the steamer *Wotan* as chief.

Socially he is a member of the Marine Engineers Beneficial Association, and the National Life, a beneficial insurance company.

On February 9, 1896, Mr. Britz was wedded to Miss Mary Helen, daughter of Joseph and Margaret (Meyers) Bammel, the former of whom is a retired farmer of Marine City. One son, Urban A. B. Britz, was born to this union. The family homestead is in Marine City.

WILLIAM N. EDDY, one of the prominent marine engineers of Chicago, and now engineer of the North Chicago Gas Works, was born in Corry, Erie Co., Penn., in February, 1858, a son of James and Sarah A. (Fisher) Eddy. The parents were both born in Pennsylvania, whence they moved to Ohio in an early day, where the father died in 1870; the mother passed away in Chicago, in 1885.

Our subject was reared in Cleveland from the age of nine years, and in 1871, when but thirteen years of age, he commenced sailing the lakes from Cleveland, his first vessel being the tug *Monitor*, on which he went as fireman. On her he remained two seasons, and continued on different tugs until he was twenty-one years old, at which time he secured engineer's license at Cleveland, Ohio, and went as engineer on the steamyacht *James Hayes*, from Buffalo to Marquette, Mich., remaining on her until September 1, of that year. He then became second engineer on the steambarge *H. E. Schnoor*, plying between Buffalo and Toledo, finished that season on her, and the following year was engineer of the *Jessie P. Logie*, out of Cleveland; the next season he went to Chicago, and was engineer on the tug *Crawford* for one year, and the following year became second en-

gineer of the Rube Richards, in the iron ore trade from Escanaba to Chicago. Next year he secured a chief engineer's license, and sailed with the barge John Otis in the iron and lumber trades, one season; then ran the tug Thomas Spears from Badenoch to Chicago one season, after which he was at the stock yards at Chicago one year (1886) as engineer in the electric-light plant for P. D. Armour. In 1887 he was chief engineer of the T. D. Simpson in the grain and lumber trades, and then engineer one year of the W. J. Westcott in the lumber trade from Traverse City, Mich., after which he was engineer of the D. W. Powers, in the lumber trade; then chief engineer, one year, of the Quito, owned in Cleveland in the grain and coal trades to Buffalo. Next year Mr. Eddy became engineer of the Britannic, belonging to the same line, and remained on her five years; the Argonaut, between Chicago and Buffalo, was his next boat, after which he went to Escanaba, in the iron ore trade. The following year he was engineer of the steamer Columbia, a Buffalo excursion boat, remaining with her one year. This brings us now to 1897, in which year our subject again went as engineer on the J. W. Westcott, and in the spring of 1898 he brought out the steamer Amazonas, from Bay City, Mich. He fitted her out and sailed her a short time between Buffalo and Duluth, and then retired from the lakes, after about twenty years successful experience as a marine engineer. In July, 1898, he was appointed to his present responsible position, that of engineer of the North Chicago Gas Works. He is also engineer of Mr. Billings' (president of the gas company) steam yacht on Lake Geneva. Since 1882 his residence has been in Chicago. He is a member of the M. E. B. A. No. 4.

Mr. Eddy was married in Chicago to Miss Lottie Ball, by which union there are two children, Loren T. and George J.

JOHN J. MCCARTHY is a son of John and Mary (Tormey) McCarthy, of Gordon, Ont., where the former for the past thirty years has been superintendent of the Stone Works. His brother, Capt. Daniel Mc-

Carthy, is master of the steamer State of Michigan, plying between Detroit and Cleveland.

John J. McCarthy was born at Lime Kiln Crossing, Ont., on January 22, 1870, and attended school at that place. When nineteen years old he commenced his steamboating career on river tugs at Detroit, which were owned by an uncle of his, his first berth being as watchman for about six months, after which he wheeled the tug Swain two seasons and the Gladiator one. He then went into the steamer Majestic, wheeling her two seasons, and served a like time in the Schuylkill in the same capacity until, in 1895, he was promoted to second mate's berth on the Susquehanna, which he filled creditably enough during the two seasons of 1895-96 to merit his appointment as first mate of the Codorus under Captain Ryder, for the season of 1897. The Codorus is one of the two remarkably fine boats of the Anchor line, and Mr. McCarthy's five years continuous service and rapid advancement to a first-class boat speak well for his future in marine circles. He is a single man, and makes his home at Detroit, Michigan.

CAPTAIN JOHN J. ROBERTS, a man of strong personality, good judgment and logical convictions, performs the duties of harbor master at the port of Chicago with rare tact and wisdom, and consequently is highly esteemed both by owners and captains of craft entering that harbor. He has corrected many evils existing on the river previous to his appointment, especially as regards the bridge ordinances.

He was born in County Limerick, Ireland, September 19, 1844, and is a son of Thomas and Mary (Mead) Roberts, who brought their family to America about 1849, and located at St. Catharines, Ont., where our subject attended school until he reached the age of twelve years. He then went to Oswego, N. Y., and shipped as cabin boy on the brig E. W. Cross, with Captain Moore, and remained with her continuously until 1861. That year he went to Montreal and shipped as seaman in the brig Danube, bound for Dundee, making a good passage,

and going thence to Liverpool, where he joined the barque *Oriole* for Callao, thence to New York. He then returned to the lakes, and shipped out of Buffalo. On August 28, 1862, the Captain enlisted in the 164th N. Y. V. I., serving four months in that regiment with the Army of the James. He was then transferred to Battery D, Fourth United States Artillery, and served with honor in the great battles of the Wilderness, Fair Oaks, Cold Harbor, Gettysburg, the sieges of Suffolk and Petersburg, entering Richmond, Va., with his battery, on April 3, 1865. It was at this time that Archduke Maximilian entered Mexico to subvert the government in defiance of the Monroe Doctrine, and the Fourth United States Artillery was dispatched with other forces to the Rio Grande for the purpose of driving the invaders out of the Republic. This movement had the desired effect, and as all the warring elements had become quelled Mr. Roberts received his honorable discharge at Fort Pickens, Texas, December 28, 1865.

Captain Roberts then returned to his home in St. Catharines, Ont., and passed some time on Canadian vessels. In 1867 he went to Oswego and shipped in the schooner *Russia* with Captain Clement, closing the season as mate of the schooner *Coquette*. The next spring he was appointed mate of the schooner *Granada*, followed by a season as mate in the *Madeira* with Capt. William Mack. In 1870 he was appointed master of the Canadian bark *Gibraltar*, sailing her until August, when he resigned to bring out new the schooner *Grantham*. During the winter of 1870-71 he superintended the construction of the schooner *Shandon*, and brought her out new. He sailed her ten consecutive seasons, and lost her off Cabot's head, Georgian Bay, in a blinding snow-storm. In the spring of 1881 Captain Roberts was appointed master of the schooner *Jessie Scarth*, and after sailing her two seasons she foundered off Portage, Lake Michigan, in an October gale, the crew being saved. The next season he sailed the schooner *Flying Cloud* for Scott & Channon. In 1883 he entered the employ of the Watson & Little Fuel Company as agent and

manager of their coal docks, remaining with that corporation four years. Resigning that position in 1887, he accepted the superintendency of the O. S. Richardson Fueling Company. It was on April 27, 1897, that he was appointed harbor master at Chicago by Mayor Harrison, and confirmed by the council of Chicago. He has under his jurisdiction four assistant harbor masters and four harbor policemen. He is purser of the American Association of Masters and Pilots of Steam Vessels.

In January, 1877, Captain Roberts was married to Miss Sarah V., daughter of Owen and Elizabeth Sleavine, of St. Catharines, Ont., and the children born to this union are: Agnes Maude and Frederick George, who are both graduates of the Chicago High School, having also taken a two-years' course in the Chicago Business College. The family residence is at No. 365 East Ohio street, Chicago, Illinois.

CAPTAIN ALFRED FORREST, who for the last twenty years has been engaged in sailing large raft-towing tugs, is acknowledged to be one of the most successful of masters in handling millions of feet of logs, which are annually taken into the Saginaw river from Georgian Bay and lake ports.

Captain Forrest is the son of Capt. James and Mary A. (Field) Forrest, and was born in Sandwich, Ont., June 6, 1851. His father was a captain of lake vessels, although his first experience as a sailor was acquired on the Atlantic ocean, he having served an apprenticeship in ships sailing out of London, England, making several voyages across the Atlantic ocean. His first duties on lake-going boats were before the mast and mate of vessels hailing from Kingston, Ont., among which was a passenger schooner. He also owned and sailed the schooner *Gladstone*, and was mate of the schooners *Sweetheart*, *Hibbard*, *Comet*, and bark *Alice*. He was also mate or master of many other vessels. He owned and sailed the topsail schooner *Elm Parks*, which he lost at the mouth of the Chatham river. After retiring from active life on shipboard he was appointed keeper of the Colchester reef light-ship, and when the boat went to pieces in a

gale in November, 1882, he was drowned while bravely fulfilling his duties. His body was not recovered until June, 1883. He was sixty-two years of age at the time of his death. The grandfather, who was James Bond Forrest, came to America soon after his son, James S.; he was an officer of the British government, and during the Canadian rebellion of 1837 he was commissary and paymaster, with the rank of captain, and was stationed at Amherstburg, dying in Ottawa, Canada, in 1880, leaving his family in good circumstances. The grandmother, whose maiden name was Skelton, died about a year later.

Capt. Alfred Forrest has two sisters and four brothers: Eleanor G. is now the widow of Joseph A. Ouellette; James B. is a lake captain, and has sailed the Lurline for ten years (his wife was Miss Grace Sibley, of Sandwich, Ont.); Charles was wheelsman on the steamer St. Clair, and lost his life when she was burned off Houghton, Mich., in 1876 (there were but four saved out of the thirty-two people on board the steamer); Fred D. is a lake captain and master of the steamer J. H. Pauley in 1898; Albert H., also a lake captain, sailed the yacht Sultana for Parks, Davis & Co., of Detroit, and F. W. Wheeler's yacht Conaluta during the season of 1897; Matilda A., the youngest sister, is the wife of Roderick McKenzie, who is connected with Dunn's Mercantile Agency at Pittsburg.

After attending the public schools at Sandwich, Ontario, until he reached the age of seventeen years, Capt. Alfred Forrest shipped in the tug George N. Brady with Captain Slyfield, as wheelsman, closing the season in the tug Mayflower. He had, however, previous to this, sailed with his father in various vessels. The next three years he passed in the lake tugs Frank Moffatt, Samson, J. P. Clarke and M. I. Mills, and the Michigan Central car-ferry steamer Transit. In the spring of 1872 he was appointed second mate in the new steambarge Tecumseh, retaining that office two seasons. The next spring he shipped as mate of the Van Allen, plying between Toledo and Montreal, but in July he joined the steamer Nelson Mills, closing the season

in her. In the spring of 1875 he shipped before the mast of the schooner Mary Hattie, but was soon promoted to be mate, followed by two seasons as mate of the steamer Yosemite. In the spring of 1878 Captain Forrest returned to West Bay City, and was appointed mate of the lake tug Peter Smith, engaged in raft-towing business for Capt. P. C. Smith. The next spring he was appointed master of the lake tug Sol S. Rumage, and sailed her three seasons, after which he again transferred to the Peter Smith as master, holding that office two seasons. In 1884 he took command of the lake tug Laketon. He then entered the employ of Captain Boutell as master of the tug Annie Moiles, finishing the second season in the Ella Smith. He then entered the employ of Boutell & Smith, and, after sailing the tug Niagara one season, he was appointed, in 1888, master of the large lake tug Traveler, which he has sailed ten successive seasons. He put a new engine and boiler in her during the winter of 1897 and 1898, and gave her a thorough overhauling, making her one of the finest tugs on the lakes for log-towing purposes. He is generally employed during the winter months doing repair work to the different tugs of the fleet.

Fraternally he is a member of the Association of Masters and Pilots of Steam Vessels, and of the Knights of the Maccabees.

On February 15, 1877, Captain Forrest was wedded to Miss Sarah, daughter of George and Agnes (Mears) Jessup, of Sandwich, Ontario. The father is an alderman of that place. One son, George Frederick, was born to this union; he was wheelsman on the steamer City of Venice in 1897, and in the S. J. Murphy in 1898. The family homestead is at No. 604 North Center street, West Bay City, Michigan.

CAPTAIN ANDREW CLAUSEN, the courteous and gentlemanly master of the passenger steamer Hunter, plying between Duluth and Ashland, on the south shore of Lake Superior, is a native of the land of the hardy Norseman. Born in Egersund, Norway, on May 10, 1859, he is a son of Claus Tollefsen and Maria (Anderson) Clausen,

both natives of Norway. Fotland was the name of the farm his father tilled and which he made very productive, and the family were in good circumstances. Andrew attended the public schools until he reached the age of fourteen years, but his desire to become a sailor terminated his school days abruptly, as he shipped in the brig *Verge-land*, and sailed away. On the return of this brig to her home port, he stopped ashore for a while, engaged in a yarn-spinning factory.

In 1878 he returned to his seafaring life, shipped out of his home port in the brig *Nidelven*, bound up the Baltic Sea for *Hernesand*, the northern cape of Sweden, the voyage occupying nine months. He then joined the brig *Egero*, as seaman, and remained with her until the spring of 1880, when he shipped in the bark *Ebenezer*, plying between London and Archangel, in the White Sea and other Russian ports. His next berth was in the schooner *Iris*, in the coal trade between the Frith of Forth and Roskildi, Denmark, making three round trips in her, after which he carried coal to Egersund, his home port. Taking advantage of this visit, Captain Clausen attended a navigation school in Stavanger, and mastered that science before the breaking up of the ice the next year, and shipped as second mate in the bark *Brilliant*, bound for Savannah, Ga., in ballast, where she loaded Georgian pine and returned to Queenstown; the cargo was assigned to Bremerhaven, Germany, but while in the North Sea between Goodwin sands and the Gaelopor light-ship, the bark was overtaken by a hurricane and had her rigging cut away, completely dismantling her. The crew were rescued the next morning by a Belgian fishing smack and landed at Ostend, whence they were returned home by the Norwegian consul. He was appointed second mate of the bark *Stapnes*, plying in the lumber trade between the Baltic Sea and London, going occasionally to Sunderland, England. The following year he was promoted to the office of mate, acquitting himself commendably. Thus encouraged, Captain Clausen left home and went to Liverpool, and in a short time was appointed mate in the bark

Labora, in which he remained two years, trading between Liverpool and Cardiff, to North and South American ports and the West Indies. Leaving this bark, he returned to his home in Egersund and purchased a third interest in the schooner *Traffic*. He fitted her out, and sailed her in the coal trade between ports in Scotland and Denmark, but finding business dull he returned to Egersund and disposed of his interest in the vessel.

On June 2, 1887, Captain Clausen left home and again took passage on the steamer *City of Rome* for the United States, going directly to Hanley Falls, Minn., where he engaged in farming, and during the winter months running a well-drilling machine, which he had chartered. On May 10, 1889, he went to Duluth and entered the employ of the A. Booth Packing Company, as wheelsman in the passenger steamer *H. R. Dixon*, retaining that berth four years. In the meantime he sent for his family, who came direct to Duluth. In February, 1893, he applied for and received American license, and was appointed master of the tug *F. R. Anderson*, operating at Bayfield, Wis. In the spring of 1894 he was appointed mate of the steamer *H. R. Dixon*, plying between Duluth and Port Arthur, remaining in her two seasons, and in 1896 he was promoted to the command of the steamer *Hunter*, which he has sailed successfully to this date, taking no account of wind and weather, making daily trips between Duluth and Ashland, during the summer, and three trips a week during the spring and fall months. He is a member of the American Association of Masters and Pilots of Steam Vessels.

On February 28, 1882, Captain Clausen was wedded to Miss Johanna Gurine Endresen, of Egersund, Norway. The children born to this union are: Celia Maria and Emelie, both attending the public schools. The family homestead is at 215 S. Nineteenth avenue East, Duluth, Minnesota.

MATTHEW THOMAS was born in Paris, France, June 24, 1849, but at the age of three years was brought by his parents to America, they settling in Cleveland, Ohio,



Mattew Thomas

where he attended the public schools. In 1861 he entered the employ of the Globe Iron Works, and learned the machinist's trade, attaining the position of gang-boss, which he held for several years, and he made himself especially useful during the winter months. His ambition to become a marine engineer was soon gratified by an appointment as second on the steamer *Prairie State*, and afterward on the *Plymouth* and *Peerless* in the same capacity. Then followed his appointment as chief engineer on the steamers *Rocket*, *Admiral D. D. Porter*, *Raleigh*, *Persian*, *Cumberland*, *Townsend*, *Sparta*, *Vienna* and *Aurora*. On leaving the *Aurora* Mr. Thomas was made master mechanic of the *Cleveland Stone Company*. He also held the position of master mechanic for the rolling mills of the *Cleveland Iron Company*, the *Westerman Iron Company*, of *Sharon, Penn.*, and was superintendent of machinery at the *Walker Manufacturing Company*. In 1888 he purchased an interest in the *River Machine & Boiler Co.*, of which he is now vice-president and general manager.

Mr. Thomas had the honor of being chosen the first grand chief engineer of the *Brotherhood of Marine Engineers*, and a noteworthy fact connected with his administration is that no strike or evidence of uneasiness occurred during the two years of his incumbency, his logic being that the engineer should always be worthy of his employment, and that if he has to do with a just employer the truth of this will soon manifest itself. During all of Mr. Thomas' term of years as engineer of steamboats and in other capacities ashore, he has always had the pleasure of receiving the approbation of his employers for the prompt and satisfactory manner in which he has met every erratic turn in his machinery, requiring quick comprehension, and the ready resources with which he has met the trouble. It is no stretch of truth to say that he is as good a machinist and engineer as ever engaged in that line of business, and is a representative marine engineer; a man of commanding presence, and one in whom confidence in his own skill and ability never falters, for the reason that he knows how to

apply his knowledge. A glance at his robust physical proportions, his clear and intelligent eyes, and rugged, well-marked features will assure one that Mr. Thomas is a person in whom confidence may be placed where knowledge of mechanism is the requisite. In the fall of 1875 he received a gold watch as a reward for valuable services while engineer of the steamer *Oscar Townsend*. The rudder having been torn away by the force of a storm, he rigged a jury rudder from a portion of a broken mast and other material found on board, so that the steamer reached its destination without further mishap. Socially he is a *Royal Arch Mason*, a *Knight Templar* and a member of the *Mystic Shrine*.

In 1879 Mr. Thomas was united in marriage to Miss *Anna While*, and nine children have been born to them: *Clarence*, *Edna*, *Harold*, *Emma*, *Arthur*, *Viola*, *Jeanette*, *Ruth* and *Esther*, all of whom are (1898) attending school except the two youngest.

WILLIAM H. DALTON is night engineer of the *C. W. Miller* building, and was on the *Conestoga*, of the *Anchor* line, for sixteen years and five months. He had been with that line and on that boat since the beginning of his sailing career, working his way up from the humble position of greaser to his present one.

Mr. Dalton is a son of *John* and *Ann (Horan) Dalton*, natives of Ireland, who emigrated to this country some time previous to the Civil war, locating in *Susquehanna county, Penn.*, where the mother is still living. *William H.* was born (some time after his parents' arrival) *February 28, 1863*, and was educated in the schools of his native county, where he also assisted his father at farming, until he became seventeen years of age. He then secured work in railroad shops at *Hornellsville*, where he remained for two years, and for one year following worked as fireman on the *Erie* railroad. He then, in the year 1883, began his sailing career, as greaser, continuing in that capacity the first three seasons, 1883-84-85; the five seasons of 1886-87-88-89-90 he was second engineer, and the succeeding seven, up to *September 6, 1897*, he was

chief engineer of the Conestoga. During his experience on the water he has never met with any mishaps, which he attributes to his good luck, but which, as a matter of course, is much better accounted for by referring to his skill and carefulness.

Mr. Dalton was married February 4, 1885, to Miss Margaret Farrell, of Susquehanna county, Penn., and they have had six children, of whom four are now (1898) living, namely: Ann, aged eleven years; Margaret, aged six; John, aged three, and Mary, three months. The family residence is at No. 321 Fulton street, Buffalo, N. Y. Socially Mr. Dalton is a member of Local Harbor No. 1, Marine Engineers Beneficial Association, and for the past four years of Branch 8, C. M. B. A.

CAPTAIN HOYT H. TOWNSEND, the second son of Capt. Gilbert and Adelia (Robertson) Townsend, was born September 6, 1862, at Algonac, Mich., and after attending the public schools of his native town for some time he took a course in bookkeeping. He then adopted the usual occupation of the Algonac youth, that of the sailor.

At the age of sixteen years he shipped on the Mary Pringle out of Algonac as deckhand, serving in that capacity two seasons. His next berth was as wheelsman on the same vessel, closing the season on the steamer D. F. Rose. In 1880 he again shipped as wheelsman on the D. F. Rose, remaining with her three seasons, when in the spring of 1883 he was appointed master of the tug Dave and Mose, owned by G. L. Colwell, of Harrisville, Mich., from which he was transferred to the Fannie Neil, and closed the season on her. The following spring he was again made master of the Dave and Mose, closing the season on the William B. Ogden. Part of the season of 1885 he was mate of the schooner Fitzhugh, closing as second mate on the D. F. Rose. The next season he was appointed mate of the steamer H. S. Hubbell, then mate of the steamer Glasgow, holding that berth until October, 1888, when he transferred to the steamer Araxes as master. He passed the season of 1889 as mate on the steamer Kate Buttironi, and in 1890 was

appointed master of the steamer Edwin S. Tice, sailing her two seasons. He sailed the steamer Isabella Boyce in 1892, and the two following seasons was mate and Lake Superior pilot on the steamer Viking.

In the spring of 1895 Captain Townsend was appointed master of the steamer Edward Smith No. 2, and sailed her three seasons, including that of 1895. He has been fairly successful in his profession, and owns a money interest in the steamers Sauber, William H. Gratwick and Edward Smith No. 1, of the Mitchell Steamship Company. He is associated with his brother Bernard in timber lands, sawmill and lumber business, with which he occupied his time during the winter months. He is a member of the Association of Masters and Pilots; is a Royal Arch Mason and a member of the Maccabees.

On January 6, 1892, Captain Townsend was united in marriage to Miss Jennie, the talented daughter of D. S. Halstead, of Saginaw, Mich., and they reside in Algonac, that State.

JOHN L. RAWSON, the well-known and popular chief engineer of the Title & Trust building, Chicago, and who was for many years identified with the lake marine, is a native of Vermont, born in 1842, and is a son of Hiram and Harriet Rawson, who followed farming as an occupation, and who spent their entire lives in the Green Mountain State. In early life he learned the printer's trade, which he followed until 1863, when he shipped in the navy, at New York, for service in the Civil war, and was assigned to the steamer Calypso. When the war was over he was honorably discharged at Philadelphia, in 1865, and in the fall of that year went to New Orleans, where, during the season of 1866, he was in the employ of the Morgan line.

For twenty-three years Mr. Rawson engaged in sailing, beginning his career on the lakes at Detroit, Mich., on a tug belonging to the Strong Tug line, as assistant engineer. After four years spent with that company he entered the service of the Union Steamboat line, with which he was connected from 1871 to 1888, the first three years

as assistant engineer, and the rest of the time as chief engineer on different boats. He fitted out boats, and was on the Newberg from 1871 to 1879; the Portage from 1880 to 1884; the New York from 1885 to 1886; and the Jewett until the close of the season of 1887. He then came to Chicago, and accepted the position of assistant engineer of the Rookery building, after which he was employed as chief engineer at the Western Bank Note building. On leaving there he became chief engineer of the Ellsworth building, and from there came to the Chicago Title & Trust building, and is still holding that position.

Socially, Mr. Rawson became a charter member of the M. E. B. A., of Buffalo, of which he was financial secretary in 1883 and 1884, but now holds membership in the same Order, No. 4, at Chicago; and is also a member of the National Association of Stationary Engineers, No. 1, of Illinois. He resides at 6339 Eggleston avenue, Chicago.

LORENZO WILLIX is the fifth son of George and Caroline (Brower) Willix, and a highly respected marine engineer. His four brothers were also marine engineers, and all held responsible positions, excepting Obadiah, who died in October, 1885, after having served on many good steamboats. George W., the eldest brother, is chief engineer of Mr. Drexel's large and well-appointed yacht Alcedo, out of New York; Wellington is chief of Mr. Merrell's private yacht Mindora, out of Boston; Daniel B., after sailing a number of years, retired from the lakes and went to work in a machine shop in Watertown, N. Y.; and Lorenzo, the subject of this sketch, is first assistant of the steamer Governor Smith, of the Ogdensburg Transportation Company.

The father of this family of marine engineers was a patriot of the Civil war, he having enlisted in a New York regiment. While on Staten Island he was injured so severely as to necessitate an honorable discharge. He and his wife were born in Canada, and removed to the United States in the year 1852, locating at Alexandria Bay, where Lorenzo attended the public

schools, and later on attended the Ives Seminary at Antwerp, N. Y., and the Rockford Business College at Rockford, Ill., thus acquiring a very liberal education, which fitted him to assume charge of the school near Theresa, N. Y., about fourteen miles from Alexandria Bay.

His boyhood having been passed in yachts on the water about the Thousand Islands, the desire for the life of a sailor soon gained the ascendancy, and in 1881, after the necessary preparations he accepted the position of engineer on the steamyacht Clarence; this being followed by three years in a like position on the steamyacht General Franklin. He passed the season of 1885 as engineer on the yacht Victorino, and that of 1886 on the yacht Sirius.

In the spring of 1887 Mr. Willix shipped as engineer on the tug John Martin, out of Ogdensburg, followed by a season on the tug G. D. Seymour. His next berth was on the steamer Newburgh, of the Lackawanna line, as first assistant engineer. He then entered the employ of the Ogdensburg Transportation Company as first assistant engineer of the James R. Langdon, transferring in the spring of 1896 to the Governor Smith.

Socially, Mr. Willix is a Knight Templar Mason, of Ogdensburg Commandery, a member of the Order of the Eastern Star, an Odd Fellow of What Cheer, Iowa, and of the Marine Engineers Beneficial Association. His residence is at Alexandria Bay, New York.

CAPTAIN CHARLES HINSLEA, the popular master of the steamer Joliet, was born in Rochester, N. Y., in 1849, the son of James Hinslea, of Rochester, an expert carpenter and joiner. He attended school until he was fourteen years of age, when he turned his attention to navigation and spent part of a season on a sand scow on the St. Lawrence river. He next went to the steamer Michigan, of the Northern Transportation Company, plying between Ogdensburg and Chicago, spending the entire season of 1864 upon her. During the next five years he was on nearly all the vessels of that line; among them were the Maine, Lowell, Gran-

ite State, Buckeye, Nashua, Young America, Garden City, and St. Albans. In 1870 he was with the schooner Chandler J. Wells and the D. P. Dobbins in turn, and made one trip on a lumber barge. He was wheelsman on the steamer Cormorant one season, and then became her second mate, filling this position for three seasons, and at the expiration of this time became second mate of the steamer Egyptian, and was on her three years; then mate of the steamer Colonial six years, and mate of the Specular one year. During the season of 1887 he was master of the schooner Magnetic, and the next three years held the same position on the steamer Marquette. For two years he commanded the Continental, and assumed charge of the Specular in 1893, retaining that position up to 1898, when he became master of the steamer Joliet.

In 1870 Captain Hinslea was married to Miss Anna Klein, of Cleveland. Their children are Henry, who is mate of the Specular; James, a machinist of Cleveland; and Benjamin, a bookkeeper and stenographer.

CAPTAIN JOSEPH WHITE, one of the prominent steamboat masters sailing out of Chicago, is quite popular with the public traveling between that port and Duluth by water. He was born in Sombra, Ont., April 18, 1854, and is a son of Jeremiah and Louise (Moselle) White, both of whom were of French parentage, his father's name, as written in that language, being La Blanc. The family moved from Quebec to Sombra, where the father owned a farm and engaged in the lumber business, and being a man of great energy he prospered in his undertakings.

The Captain remained at home assisting his father on the farm and in his business, getting out timber for the shipbuilders on the St. Clair river, attending school in the meantime during the winter months. In the spring of 1877 he shipped before the mast on the schooner Thomas Quayle, going home when she was laid up. The next spring he shipped on the tug William Livingston, Jr., and in 1879 was wheelsman on the steamer Lawrence, plying between Chi-

cago and Point Edwards, and in 1880 was on the steamer Iron Age, with Captain Millen, James Carney being mate. In the summer of 1882, after remaining on the farm a short time he joined the steamer William H. Barnum, as wheelsman, remaining in this position till September 3, 1882, when he entered the employ of the Lake Michigan and Lake Superior Transportation Company, as wheelsman on the steamer Peerless, with Captain McIntyre, holding that berth until August, 1883, when he applied for and was granted pilot's license, and was appointed second mate of the same. He speaks with great praise of Captain McIntyre for the assistance kindly rendered at that time. After holding the office of second mate on the Peerless five seasons, he was appointed mate on the steamer J. L. Hurd, with Captain Twitchell, remaining one season. In 1889 he was transferred to the City of Traverse, as mate, and remained on her until the spring of 1891, when he was promoted to the office of master of the steamer Jay Gould, which he sailed for many seasons with good success, and has given eminent satisfaction to the officers of the company.

On October 13, 1893, the time that the steamer Dean Richmond and many other good vessels went to the bottom in a living fall gale attended by blinding snow, Captain White fully realized the terrible responsibility devolving upon the master of a passenger steamer. He stood off in Lake Superior, bound from Portage canal to Sault Ste. Marie, and rode out the tempest for forty-five hours, a period to test the nerve and resources of the most experienced master. The copper stowed in barrels between decks broke away and became so many demons; the gangways were broken in; there was water in the firehold to the depth of five feet; two of the lifeboats were borne from the davits and washed overboard; and the wheel and tiller chains parted; but during these long hours of peril the Captain and his officers labored unceasingly for the salvation of the steamer and the lives under their charge. Especially does he commend the chief engineer, A. P. Williams, who stood by the throttle until his face and

hands were seriously burned, but he did not leave his post until the steamer had found comparative safety under Bay Mills Point.

On May 28, 1894, Captain White was united in marriage to Miss Rose, daughter of Alexander McAuley, of Chicago, formerly of Sombra, Ont. Two daughters, Genevieve E. and Eleanore Marie were born to this union. The family residence is at No. 6337 Langley avenue, Chicago, Ill. Socially the Captain is a member of the Ship Masters Association, and carries Pennant No. 440.

GEORGE C. LAWRENCE, JR., is the only son in the family of five children of George C. and Sarah Jane (Billington) Lawrence. The parents were natives of Dedham, Maine, and our subject was born at Holden, in the same State, March 21, 1857. He attended the public school at that place until seventeen years of age, when he began work in Dunham's machine shop, at Bangor, of which his father was foreman at that time, and here he remained about three years.

After this he ran stationary engines at several different sawmills until 1880, when he began steamboating as oiler on the North West, of the Detroit and Cleveland line, remaining on her one season. The following year he went, as second engineer, on to the Idlewild, of the same line, which berth he filled for three seasons, when he was promoted to the position of chief on her, and remained thus for three more seasons. He was then transferred to the Greyhound, and was her chief four seasons, until he was again transferred, this time to the Iron Chief, in which he remained three seasons, thus rounding up a service of fourteen successive seasons with one line. In 1894 he engaged with the Davidson line, in that season bringing out new the Madagascar, and, the following season, the Rappahannock, remaining on each a season. In 1896 he brought out new the Appomattox, whose engines he ran during that and the succeeding season of 1897. He has sixteen issues of license.

In 1888, Mr. Lawrence was married to Miss Eliza Jane Hanson, of Sarnia, Ontario, and they reside at No. 247 Fifteenth street, Detroit, Mich. Socially, he is a

member of Marine Engineers Beneficial Association No. 3, of Detroit, and of Detroit Lodge No. 2, F. & A. M.

GEORGE F. HALE, assistant at the Buffalo railway power house, was born at Perry, on Silver Lake, N. Y., January 1, 1861. Coming to Buffalo in early boyhood, he received his education at Public School No. 1, and learned his trade with Pratt & Letchworth. After two years in their employ he began sailing as fireman on the steamer Blanchard, and remained as such for two consecutive seasons. The seasons of 1881-82-83 he was oiler on the Montana, and during 1884 was oiler on the Milwaukee. In 1885 he was appointed second engineer of the latter, and continued in that capacity for five consecutive seasons. In 1890-91 he was second on the Harlem. In 1892 he was chief engineer on the steamer Empire State, being appointed when about thirty years of age, on which he remained steadily for three seasons, finishing his lake career, for the time at least, as chief engineer of the Tacoma, for the season of 1895. Aside from the above Mr. Hale was chief of the Queen of the West. Mr. Hale was made assistant engineer of the Buffalo railway power house on February 16, 1896, and is still retained there. He has been a member of the Marine Engineers Association twelve years.

On December 25, 1888, Mr. Hale married Laura Hortense Everett, at Buffalo. Mrs. Hale is a daughter of Patrick Everett, who was formerly a pilot on the Niagara river.

WILLIAM MCKITTRICK is one of the few engineers who did active duty on the lakes before licenses were required by the government, and although several years have passed, while working ashore, that he did not take out license, he has thirty-one issues.

Our subject is the son of Thomas and Clarissa (Sweet) McKittrick. The father was also a lake engineer, but the mariners who were contemporary with him have all passed away. He was born in Glasgow, Scotland, and came to America about the

year 1813, locating in Kingston, Ont., with his parents. In the course of time he became second engineer on the old steamer *Telegraph*, plying between Oswego and Kingston. He also served as second engineer on the old steamer *St. Lawrence* seven years. She was operated by the American Express Company between Ogdensburg and Lewiston, N. Y. He then shipped in the old *Vandalia*, the first propeller ever built, as second, John Fayette being chief engineer. He was chief for four seasons of a steamer built by Sylvester Doolittle, of Oswego, and the next season he brought out new the steamer *Oswego*, as chief, running her four seasons between Oswego and Chicago. In those days the marine engineer did not receive the consideration that is shown him to-day. His wages are \$30 per month, and he fired his own watch with wood; the second getting \$20 and firing his own watch. These were the good times so often discussed by shipmates of the present day. But to return to Mr. McKittrick, Sr. After leaving the steamer *Oswego*, he took charge of the machinery of the first elevator in Oswego operated by steam, afterward having charge of the stationary engine in a planing-mill for twenty years. The last vessel of which he was chief was the propeller *Kentucky*, on which he remained one season, then went to the planing-mill. He died about a year later at the age of eighty-six, after having lived a long life of usefulness and integrity. The mother was a native of Massachusetts, and died about the year 1841.

Engineer William McKittrick was born January 12, 1833, in Oswego, N. Y., where he was educated. His first experience as an engineer was under his father, as second in the *Oswego* elevator, in 1853, after which he served as second with him on the propeller *Kentucky* without license. The next spring he was appointed engineer of the tug *Blower*, at Oswego harbor, and the three following seasons ran the tugs *Mulford*, *A. F. Smith*, *Dobbie* and *Manwaring*.

In 1857 Mr. McKittrick went to Chicago and ran an engine in an elevator, but later took the tug *Sturgis* and ran her for Capt. Redmund Prindiville, and after passing

some months as superintendent of a retail coal yard, he shipped as engineer on the tug *Walter McQueen*. In 1861 he went to St. Louis and took charge of the machinery in the six tugs which had been built by Mr. Adams for General Fremont, and took them to Cairo, where he turned them over to Commodore Foote for use by the navy department; after which the Commodore gave him a position on the tug used as a dispatch-boat by him and on which he saw active service during the war. He then returned to Chicago and joined the propeller *Prairie State* as second engineer. In 1863 he sailed as second and then as chief engineer of the old propeller *Ontario*. The following year he entered the employ of the Northern Insurance Company as chief engineer of the tug *Hector*, which had been chartered by the government to tow the steamer *New World*, when dismantled to be used as a floating hospital, to Fortress Monroe. He returned with the *Hector* after completing the contract.

During the next four years Mr. McKittrick was chief engineer of the Northwestern elevator at Oswego, N. Y. In 1869 he went to Bay City and ran the tug *Tornado* for Dobbie & Manwaring. This was followed by two seasons as chief engineer of the lake tug *Winslow*, then owned by Balentine & Co. He was chief engineer of the steamer *R. Prindiville*, of the Anchor line, in 1872, and the next spring bought a half-interest in the tug *Seeley*, and ran her. He was then chief engineer of the steamer *Phil Sheridan* two seasons; chief of the *Annie L. Craig*; chief of the *St. Joseph*; part of a season on the tug *Stranger*, and chief of the tug *Sweepstakes*; then assumed the position of assistant superintendent of a blast furnace at Hamtramck, after which he worked in the car shops of the Michigan Central Company. In the spring of 1882 he again took up the duties of an engineer, and was made chief of the steamer *Business*, and, in 1883, of the steamer *Osceola*, which he ran three seasons, followed by two on the *H. D. Coffinberry*. In 1888 he fitted out the steamer *Monteagle*, but closed the season on the lake tug *Music*. He then ran the steamer *S. C. Baldwin* two seasons, and the *Nipigon*

one. In the spring of 1892 he was appointed chief engineer of the passenger steamer William Harrison, which he ran two seasons in the excursion business between Buffalo and Niagara Falls. In 1894 he received a government appointment as chief engineer of the mail equipment at Washington, D. C., which he retained three years. In the spring of 1896 he was appointed chief of the ferry steamer Fortune, on which he closed the season; and took out the steamer Germania, during the spring of 1897, and in 1898 joined the steamer R. J. Hackett as chief engineer.

Socially, he is a member of the Marine Engineers Beneficial Association, and of the Ancient Order of United Workmen.

On December 24, 1853, Mr. McKittrick was wedded to Miss Elizabeth A., daughter of Henry and Margaret (Henry) Watson, of Oswego. The children born to this union were William, who sailed as chief engineer many years, and died in South Chicago October 12, 1897, at the age of 43 years; Edith, now the wife of S. A. Whipple, of Detroit, a former lake captain. The family homestead is at No. 226 Twenty-fourth street, Detroit, Michigan.

CAPTAIN BERNARD D. TOWNSEND, eldest son of Capt. Gilbert and Adelia (Robertson) Townsend, was born in Algonac, Mich., in 1860. He left the public schools at the age of fourteen years, and, as he was born of a seafaring family, he immediately commenced his career on the lakes, which up to the time of this writing has continued without a break for twenty-three years.

His practical experience as a seaman was on the steamer H. D. Coffinberry in 1875, on which boat he remained one season. The following spring he shipped as seaman on the Mary Pringle, remaining three months, finishing on the N. P. Goodell. He then went as wheelsman on the schooner Mary Pringle. In 1877 he shipped as watchman on the D. F. Rose, and was afterward promoted to be second mate, serving in that capacity about four years. He was appointed mate of the Belle P. Cross until September, and afterward master of the Nelson Bloom. His next berth

was as second mate on the steam barge Keystone, finishing the season at the wheel on the steamer S. T. Everett. In 1879 he was appointed second mate on the steamer Edward Smith, remaining three seasons; his next two seasons were passed as mate, and the following six years as master of the same steamer. In 1894 he was appointed master of the steamer Robert L. Freyer, remaining in that command two years, and laying her up at the close of navigation in 1896. During the winter months for the last six years he and his brother Hoyt have occupied their time in the lumber woods and at the sawmill, getting out logs and lumber, for the next season's market, and in the winter of 1897-98 they had sixteen men and four teams at work in their camp, and have produced with the rest of the output about 200 cords of heading, 600 cords of wood, fender timber which if placed end to end would measure a mile, and also 250,000 feet of hardwood lumber. He is a Knight Templar Mason and a member of the Council.

In 1897 Captain Townsend was united in marriage with Miss Anna Dreyman, and they make their home in Algonac, Michigan.

CHARLES L. MURRAY was born November 1, 1886, at Buffalo, N. Y. He is a son of James W. and Julia (Chesley) Murray, the former of whom died on Decoration Day, 1895.

Mr. Murray attended the public schools of Buffalo until fifteen years of age, when he entered the employ of David Bell, who built the first small iron steamer on the lakes. He went into the steam-engine works, where he learned the machinist and engineering trade, remaining five years. In the spring of 1887 he shipped as oiler on the steamer New York, and was just twenty-one years old when he secured his first engineer's license. The following season he oiled the engines of the same steamer for a time, but was advanced to the berth of third engineer of the steamer Owego, she at that time employing four engineers, and finished the season as second engineer of the Clyde. In the spring of 1889 he shipped as second on the steamer Pascal P.

Pratt, remaining two seasons; in 1891 he went as second in the engine room of the steamer Nyack, and in 1892 on the H. E. Packer, closing the season on the Idaho, on which he remained until the close of navigation in 1894. In the spring of 1895 he shipped on the steamer Chicago, holding that berth through the season of 1896, and laying up with her at the close. He held the same positions on the Chicago for 1897-1898. He has ten issues of marine engineer's licenses. His qualifications as engineer have always given good satisfaction, and he never fails of a berth on a good steamer. He is a young man of pleasant address, and socially is a Master Mason, being a member of Erie Lodge, Buffalo; a member of the Independent Order of Odd Fellows, and of the Marine Engineers Beneficial Association, Lodge No. 1.

In 1893 Mr. Murray was wedded to Miss Nellie L. Powers, of Buffalo. The family residence is at No. 221 East Ferry street, Buffalo, New York.

JOSEPH TIMOTHY is a French-Canadian, having been born in the village of St. Timothy, Province of Quebec, in 1843. He attended school at Isle Perrot, Vaudreuil Co., Quebec, and after leaving school set to work to learn the trade of carpenter. Like so many of his compatriots who live and breathe the air on the banks of the romantic St. Lawrence, young Timothy was irresistibly drawn toward the life of those who were actively engaged on the bosom of the great river, and at the age of nineteen years shipped on the propeller Avon, running between Montreal, Toronto, Hamilton and Chicago. He then went on the propeller Bruno as wheelsman, which was engaged in the freight service between the same points mentioned above.

Mr. Timothy's next boat was the propeller Whitby, running between Hamilton and Montreal. This boat was afterward lost in a collision with Capt. Frank Patterson's side-wheel steamer Osprey, the disaster having occurred in Lake St. Louis, above the Lachine rapids, St. Lawrence river. The Whitby was literally cut in two, and sank in about eighteen feet of water

near the village of Lachine. Her machinery was afterward transferred to the tug Active, which plied on the St. Lawrence river. Mr. Timothy's next boat was the propeller East, on which he remained for part of a season, the balance being spent on the Colonist, also a propeller. After this he was on several steamboats, notably the propeller Acadia, owned and commanded by Captain Malcolmson; a second time on the Bruno, remaining one season; the propeller Calabria, Dromedary, and Columbia; then back on the Calabria again. The Columbia afterward was swamped in Lake Michigan, and her master, Captain Malcolmson, brother of the Acadia's master, together with the mate and several passengers, were lost. Then he went on the propeller Cuba, of the Merchants line, running between Toronto and Ogdensburg, and was afterward on the propeller California. The California was lost in Lake Huron, and several lives were lost. Then in the year 1884 Mr. Timothy became mate of the Persia (his present boat), and remained on her for seven seasons, when he shifted to the big propeller Ocean, of the same line, and was three years on her, during which time she was successively commanded by Captains Trawl, Vaughn, Towers and Malcolmson.

Three years ago he again joined the Persia, the commander of which is Capt. J. W. Scott, one of the most popular masters on the lakes. The Persia, along with the Ocean, belong to the Wentworth Navigation Company, and ply between Montreal and Hamilton, this particular line finding favor with a large number of tourists, who look for comfort and excellent accommodation.

Mr. Timothy's home is in Montreal, where, with his wife and five children, he resides when off duty.

WILLIAM WAGNER, engineer of the fireboat J. M. Hutchinson, was born in Buffalo January 24, 1863, a son of Charles and Margaret (Dower) Wagner. He obtained his education in the public schools of his native city, and commenced his practical life as fireman on the tug W. H. Goodman,

owned in Buffalo. He continued for four years in that capacity on various tugs.

In 1886 Mr. Wagner became second engineer on the steamer Moore, which place he held four months. The balance of the season he worked in Chicago, and remained in that city until the fall of 1889, when he returned to Buffalo. On April 19, 1890, he was appointed engineer on the fireboat G. R. Potter, and remained there until June 8, 1893, when he was transferred to his present position, where he has remained continuously up to the present time. Fraternally, Mr. Wagner has been a Mason for four years, and a member of the Firemen's Beneficial Association since January or February, 1891.

CAPTAIN FRANK MINER, of Detroit, Mich., whose father, Capt. John Miner, is a well-known Detroit vesselman, was born in Detroit in the year 1862. He received his education in the schools of that city, before going on the lakes.

Captain Miner spent about sixteen years on the Great Lakes, during the last seven of which he held master's papers. He first began as watchman on tug boats, and after several seasons rose to the position of mate. Captain Miner was mate of the propeller Benton and Mills, and then took command of the barge Worthington, which he sailed during two seasons. He was master of the steam barge Empire, the season after he left the Worthington, and then took command of the Annabell Wilson, on which he remained four seasons. He then left the lakes, and went into the electrical supply business in Detroit, in which he has continued for the past five years.

Captain Miner is one of the charter members of the Ship Masters Association, and belongs to the Detroit branch.

WILLIAM J. MCCLURE, chief engineer on the City of Chicago, belonging to the Graham & Morton Transportation Company, is a native of Detroit, Mich., born December 29, 1838. While yet in his "teens" young McClure began learning the rudiments of his life's occupation, that of an engineer. His first experiences in this line

were on the engine in a rolling-mill and blast furnace located at Wyandotte, just below Detroit.

In the fall of 1859 he went to Marquette and entered the machine shops of Thomas Healy, where he remained one year, and in the following spring (1861) began life on the water, going on the side-wheel steamer Cleveland as second engineer, which ran between Cleveland and Lake Superior. He was on the Cleveland one season, and the next season was passed on the Michigan, a side-wheel boat plying between Buffalo and Green Bay. In 1863 he was made chief engineer of the Sarah Van Epps, a side-wheel boat that ran between Green Bay and Escanaba. He remained with her that season and a part of the next, and finished out the season of 1864 on the steamer George L. Dunlap, which was also a side-wheel boat, and was on the same route, from Green Bay to Escanaba. In 1865 he was on the tug Zouave, towing on the Detroit river from Lake Huron to Lake Erie, for a part of the season, when he took charge of the side-wheel steamer R. R. Elliott, and that winter took her engines out and put them into the City of Sandusky, a side-wheel steamer built at Sandusky, and ran between Cleveland and Saginaw, and for a time between Sandusky and Detroit. Our subject remained with her until October, 1868, that fall going on the Keweenaw, which ran between Buffalo and Lake Superior, and was with her until the fall of 1872. The Keweenaw carried and landed at Duluth, as it were, the forerunners or advance guard of those who laid the foundations, and set the wheels in motion for that metropolis of to-day. During the years 1873-74, Engineer McClure was for a period on the tug Wm. B. Castle, a tug towing between the lakes Huron and Erie. In 1875 he was employed at Milwaukee putting the engine into the Flora and running her during the season. The following year he went on the side-wheel steamer Milton D. Ward, and was with her until 1883, her trade for a part of the time being from Detroit to Port Austin, and then from Detroit to Port Huron. Next he put the engine of the Dunlap into the Darius Cole, a new

steel boat, which he ran until the fall of 1887, she, too, being a side-wheel boat, and was in the trade between Detroit and Port Huron. During the seasons of 1888-89 he was in charge of the steamerbarge Iron Duke, and the steamerbarge F. W. Wheeler, respectively, running on the former one season and part of the next, and then on the latter the balance of the time.

In January, 1890, he went to Bay City and took charge of the City of Chicago, then building, inspecting and looking after her machinery. She was built for the Graham & Morton Transportation Company, of Benton Harbor, and has since run between Benton Harbor, St. Joseph and Chicago, our subject serving as chief engineer on this boat, and for two years past has been the chief engineer of the Graham & Morton Company's line of steamers.

He is a thorough and most competent engineer, and has rounded up thirty-five years of experience on the water, and the third of a century as chief engineer. He is a member of No. 3 Post of the Engineers Association of Detroit.

On January 3, 1863, Mr. McClure was united in marriage to Miss Elizabeth Healy, of Detroit, and to this union were born a family of five boys and two girls: Kate, Colin, Edward, Mary, William, Frank and Walter (the last named dying in March, 1895).

JAMES B. BLAIR was born August 4, 1861, at Buffalo, N. Y., and in that city he has always made his home. He is a member of a family of eight children born to James C. and Margaret (Foster) Blair, both natives of Scotland. Hugh, the eldest child, was born in Scotland, and died in infancy; John is connected with the Standard Oil Company at Marquette, Mich., at the present time; Lizzie is married to Frank Miller, chief engineer of the steamer Boston; William E. and Frank follow the machinist's trade and reside in Buffalo; Alexander is a physician, residing in Buffalo; and Charles Arthur died in October, 1896, after one season spent on the steamer Clarion, as oiler.

James B. Blair attended the public

schools until he was fifteen years of age. At that time he entered the printing office of Baker, Jones & Co., working in the press department, and remaining about two and a half years. He then entered a planing-mill owned by Haigh & Blair (the later member of the firm being his brother John) and acted as fireman. After a time he was made engineer, and in that capacity remained until 1883, when he entered the employ of the L. S. & M. S. railroad as fireman. In the fall of 1884 he left the railroad and went on the steamer Vanderbilt, as oiler. Upon this boat, however, he remained only one trip, going on the Chicago, of the W. T. line, in the same position, where he finished that season and spent the following one. During 1886 and 1887 he acted as first assistant engineer on the Chicago, and the following year accepted the same position on the Albany, of the W. T. line, where he remained until 1891. At that time he left the lakes, and accepted the position of chief engineer of the City Elevator B, at Buffalo, where he has since remained.

On August 4, 1885, Mr. Blair was married to Miss Lizzie Genner, daughter of John Genner, of Buffalo. To them three children have been born: Jessie C., May 22, 1886; James B., October 27, 1888; and Edward William, April 20, 1891.

Mr. Blair is a member of the Masonic fraternity, of the M. E. B. A. and of the I. O. F. at Buffalo, New York.

WILLIAM KENNEDY was born in London, Ont., in 1844. At the age of two years his family removed to the old country, but three years later they returned to Canada, and settled in the pretty town of Kemptville, Ont., where young Kennedy received his early education. After leaving school he at once began learning the trade of the machinist, serving his time with Messrs. Davis & Doran, marine engineers of Kingston.

In the year 1863 he began his steamboat career as engineer on the side-wheel steamer William Fourth, running between Kingston and Dickinson Landing. This boat was owned by the Dominion Govern-

ment, and was utilized as a tug. Mr. Kennedy then went on the steamer Boquet, running between Cornwall and Dundee. This boat was afterwards brought up to Toronto to go on the ferry service between the city and the Island, Mr. Kennedy remaining on her as engineer. Citizens of the Queen City who can look back on the Island ferry of thirty years ago, will remember the old side-wheel steamer, and also the famous monkey which Frank Jackman presented to Mr. Saulter, the owner of the boat, and which used to perch on the top of the old side-wheel house. This addition to the Boquet's crew was a source of rare delight to the younger generation. After leaving the Boquet Mr. Kennedy went on the tug Lily Franklin, which plied in Toronto harbor, and remained on her for four years, and then he shipped on the John S. Clark, also a harbor tug. After three years service on this boat he went on the side-wheel steamer Watertown, which was engaged in the excursion service between Toronto, the Humber, and various other ports on Lake Ontario. Four years he spent on the boat, and then he joined the forces of the Merchants' line, running between Chicago and Montreal, and was on both their boats, the Cuba and Armenia, at different times, being in the service of this line for the lengthy period of nineteen years. Three years ago Mr. Kennedy went on the Persia, one of the most popular boats on the route between Hamilton and Montreal, Capt. J. W. Scott, the bluff and hearty old sailor and ever courteous host, being in command. Here he remained until the spring of 1898, when he again entered the employ of the Merchants' line as chief engineer of the propeller Cuba.

Mr. Kennedy has a family of five, his wife and four children, three girls and a boy, residing at No. 329 Wilton avenue, Toronto, Ont., where he is glad to join them whenever duty will allow.

AUSTIN S. HAND, the present manager of the Conneaut Tug line, was born in Sandusky, Ohio, November 6, 1855, the son of James M. and P. M. Hand. Mr. Hand began his seafaring life as fireman on

Buffalo harbor tugs in 1874, and was also for six years consecutively employed as engineer on same. In 1877 he served as second engineer on the Alleghany; 1881-88 he was captain of the tug George R. Hand; 1888-93 captain of the tug J. V. O'Brien; and from 1893 to date captain of the tug E. Day and manager of the Conneaut Tug line. He has always followed the lakes for a livelihood, never engaging in business on shore.

On March 22, 1882, Mr. Hand married Ella Campbell, who died in 1892, leaving one child, Nellie. On February 6, 1896, at Collinwood, Ohio, he married Rose Wilcox, of Geneva, Ohio. They reside at Conneaut, Ohio.

CAPTAIN CHARLES H. LEWIS was born at Watertown, N. Y., April 17, 1855. He is a son of Charles A. and Mary E. (George) Lewis, the father born in Watertown, N. Y., September 18, 1825, and the mother in Lowell, Mass., April 24, 1834. The father removed to Peoria, Ill., in about 1853, where he was made agent of the Illinois Central railroad, and returned to Watertown in 1855, dying there when Capt. Charles H. was an infant of four months.

The subject of this sketch was educated in the public schools of his native town, and began his lakefaring life April 21, 1872. He shipped out of Cape Vincent, N. Y., June 21, 1872, as deckhand, on the steamer Lawrence for one round trip, but not being prepossessed with that line of work he did not sail again until 1880. During this interval he worked with his stepfather on the farm, and established himself in the milk business at Watertown, N. Y. In the spring of 1880 he concluded to try the issue on the lakes again, and shipped on the steamer Portage as lookout, closing the season as wheelsman; in 1881 he went as wheelsman on the steamer Avon; 1882, on the steamer J. Gould as wheelsman, finishing the season on the H. J. Jewett; 1883, shipped on the steamer Buffalo as wheelsman; 1884, on the steamer Newburgh as wheelsman; 1885, as second mate, closing the season as mate of the Newburgh, and the following season as second mate on the

steamer A. L. Hopkins, finishing the season as mate; and in 1886 as mate of the Hopkins, continuing in that position until the fall of 1890. In the spring of 1891 he was appointed mate of the steamer John C. Gault, holding that berth until 1893, when he was advanced to the position of master, and sailed her for the seasons of 1894, '95, '96, '97 and '98. He is a member of the Ship Masters Association, and carries Pennant No. 999.

In March, 1890, Capt. Charles H. Lewis was united in marriage with Miss Anna Black, of Buffalo, N. Y. The family residence is at No. 7 Red Jacket boulevard, Buffalo, New York.

CAPTAIN HERMANN MYERS, one of five children—two sons and three daughters—of John and Mariah Myers, was born at Plau, Germany, in June, 1838. He attended school at his native place until about thirteen years of age, when he emigrated with his parents and other members of the family to this country, going direct to Buffalo, N. Y., where they settled, and where they and numerous descendants have ever since resided.

On their arrival here Hermann attended school, public and private, until seventeen years old, when he started work, decking on the steamboat Belle, on which he served one season, and then went on the steamer Michigan, plying between Buffalo and Green Bay, the following season. He was next cook on the schooners Agate, Ithaca, Columbia, Sophia Smith, Pebble, and various others, for fifteen years. This was followed with over twenty years' service in all branches, as cook, master, etc., on various craft, tugs, schooners and steamers, and for the years 1892-93-94-95-96 was master of the tug Halstead. He was on the Independent when wrecked on Lake Superior; on the Berlin when wrecked at Fairport, and on the Cataract when wrecked off Long Point; also on the Anna C. Rayner when wrecked on Middle island, Lake Huron. Captain Myers has quite a record as a fisherman, in which business he has been engaged for over thirty years being one of the oldest established fishermen on

the east end of the lake, making that his occupation, especially during the winter, but for the past few years he has been engaged in wholesale fishing, buying for Meisner & Brown, of New York City.

In 1858 Captain Myers was married in Buffalo to Miss Rosiana Hoy, of Cobourg, Canada, by whom he has had thirteen children, nine of whom are now (1898) living, namely: Hermann, Jr., thirty-six years of age, a fisherman, who is married and has four children; Alice, aged thirty-two, married to Paul Lavrey (who is employed at Sizer's forge), and has three children; John, aged twenty-eight, who is married and has one child (he is a ferryman); George, aged twenty-six, who is an engineer at Lewis & Getzes, is married and has one child; Rosiana, aged twenty-three; Edward, aged twenty-two, foreman in Sturges' Elevator; Thomas, aged twenty-one; Joseph, aged nineteen, and William, aged seventeen. The family residence is at No. 128 Hamburg street, Buffalo. Captain Myers has had the ordinary luck of sailors, having been on the Independent, Berlin, Cataract and Anna C. Rayner when they went ashore or were sunk, as already related. He is a member of the American Association of Lake Pilots No. 41, and also of the Tug Pilots Protective Association.

W. I. BABCOCK, the efficient manager of the Chicago Ship Building Company, is a finished scholar and a man of national reputation as a naval architect and shipbuilder. He has the right to contemplate with pride the many finely constructed steamers that he has designed and launched, some of which have been noted for their speed, and others for their stanch sea-going qualities.

Mr. Babcock was born in Stonington, Conn., in 1858, a son of Capt. David S. and Charlotte (Noyes) Babcock, who in 1866 removed to Brooklyn, N. Y., where our subject had the advantage of the excellent public-school system, graduating from School No. 11, in 1872. He then attended the Brooklyn Collegiate and Polytechnic Institute, graduating in 1876 with the degree of B. S., and two years later he was granted the degree of civil engineer by the Rensse-

laer Polytechnic Institute, of Troy, N. Y., from which he graduated.

In 1878 Mr. Babcock became connected with the Morgan Iron Works, of New York, in the machine shop and as draughtsman, remaining with them until the next year, when he became assistant engineer of the Tehuantepec Inter Ocean Railroad Company, in Mexico. In 1880 he was engaged as draughtsman at Roach's shipyard, Chester, Penn., and remained with that concern five years. He was then called to New York to become assistant to the president of the Providence & Stonington Steamship Co., retaining that office two years. It was in 1887 that Mr. Babcock accepted the position of superintendent of the Union Dry Dock Company at Buffalo, N. Y., and during the two years he remained with that corporation he designed and constructed several steamers notable for their beauty and speed. In 1889 he accepted the office of manager of the Chicago Shipbuilding Company, and during the ten years that he has directed affairs the company has built some of the finest and largest steel vessels that traverse the lakes. Since October, 1897, they have launched three fine vessels. The towbarges *Australia*, built for James Corrigan, of Cleveland, and the *Maia*, for the Minnesota Steamship Company, have each a 376-foot keel, 48-foot beam, 26 feet deep, and a gross tonnage of 3,745.17, and a net tonnage of 3,467.89, while the steamer *William R. Linn*, built for C. W. Elphicke and others, of Chicago, has a 400-foot keel, 48-foot beam, is 28 feet deep, and has a gross tonnage of 4,328.71, and a net tonnage of 3,196.99. The Chicago Shipbuilding Company was organized in December, 1889, under the laws of Illinois, by certain Chicago parties, and parties connected with the Globe Iron Works, of Cleveland, Ohio. The first officers were J. F. Pankhurst, president; W. I. Babcock, manager; Luther Allen, vice-president and treasurer; and J. H. Craig, secretary. In 1892 the Cleveland stock was purchased by Chicago men, and Emmons Blaine became president; W. F. Cobb, vice-president and treasurer; O. R. Sinclair, secretary; and W. I. Babcock, manager. After the death of Mr. Blaine, in

the summer of 1892, William L. Brown became president, the other officers remaining unchanged, and all these hold their respective positions.

The societies of which Mr. Babcock is a member are of a high order, and comprise the American Society of Mechanical Engineers, American Society of Naval Engineers, United States Naval Institute, Society of Naval Architects & Marine Engineers, and Institution of Naval Architects, of London, England.

In 1890 Mr. Babcock was united in marriage to Miss Grace W. Kernochan, daughter of Hon. Henry P. Kernochan, of Louisiana, and one son, Irving, has been born to them.

CAPTAIN ARCHIBALD McEACHERN, at present mate of the steamer *Niko*. This well-known vessel master was born at Islay, in the Scottish Highlands, in 1843, and in boyhood attended the public-schools of his native town. In 1855 he came with his parents to Buffalo, and began his life as a sailor as cabin boy on a small schooner. From early boyhood until 1868 he served in various capacities on lake craft and then became second mate on the steamboat *James Davidson*, from that time until 1884 serving as first and second mate of various vessels on the Great Lakes.

In the year last named our subject became captain of the *Idaho*, of the Western line, plying between Buffalo and Duluth. He was then for two years master of the *Vanderbilt*, of the same line, and for one season following sailed the *City of Glasgow*, of Bay City, as master. In 1892 he became master of the American Steel Barge Company's whaleback, for the past two seasons sailed as mate of the steamer *Niko*, of Chicago, running between Buffalo, Chicago and Milwaukee.

In 1873 the Captain was married to Miss Agnes McKay, and they reside at 186 Vermont street, Buffalo, New York.

CAPTAIN JOSEPH SHACKETT, one of the most successful steamboat masters on the lakes, was born at St. Marys, Canada, April 30, 1838. He removed with his par-

ents to the United States in 1842, locating at Buffalo, N. Y. His parents being very poor, he had no opportunities to acquire an education in early life, and was thrown upon his own resources when he was only ten years of age. He took passage in the spring of 1848 on the steamer New Orleans, and on reaching the St. Clair river he secured a berth as boy on a small bateaux sailing that stream.

In 1850 he shipped as cook on the schooner John Woods, and entered the service of Governor Jerome that winter, and the following spring as porter with Captain Frazier on the propeller Globe. His next berth was on the side-wheel steamer Minnesota, plying between Buffalo and Chicago. In 1853 he shipped on the brig Banner, finishing the season on the Minnesota, which ran on a rock at Amherstburg that fall and sunk, but was afterward recovered. In the spring of 1854 he served as deck hand on the passenger steamer Lady Elgin, which struck a rock at Manitowoc and sunk. She was raised, however, taken to Buffalo and put in dry dock. His next berth was that of cook on the schooner Stranger. In 1856 he shipped as wheelsman on the old ferryboat United, also on the tugs Lyon, Uncle Ben, Rescue and Forester in the same capacity until in the fall of 1857. In the spring of 1858 Captain Shackett was appointed mate of the tug John Martin, and the following spring mate on the tug Reindeer, closing the season on the R. R. Elliott. In 1862 he shipped as mate of the steamer Magnet, remaining on her three seasons, followed by two seasons as mate of the side-wheel tug R. R. Elliott, and one season in the tug Zouave. In the spring of 1866 he was appointed master of the steamer F. Park. He then entered the employ of Messrs. R. J. Hackett & Co., of Detroit, and sailed the steamer Constitution two seasons.

In the spring of 1870 Captain Shackett was appointed master of the steamer D. F. Rose, which he brought out new for Francis & Co., of Marine City, remaining in their employ nineteen years, having transferred to the steamer George King in 1874, and bringing her out new. During the time he

was with this firm he gave the utmost satisfaction for the able and successful manner in which he handled his boats. In the spring of 1889 he was appointed master of the steamer Samuel Marshall. The three following seasons he sailed the steamer Samoa. His next steamboat was the Wotan, which he brought out new in 1893 and sailed six seasons.

It will be seen that Captain Shackett commenced his lake career in a humble position, but by close application and diligence he has been master of good business steamers on the lakes, and has the esteem and confidence of his employers, and of the marine fraternity in general. He is a member of the Ship Masters Association, and carries Pennant No. 98.

In 1860 Captain Shackett was united by marriage to Miss Mary Louisa Boutelyea, of Detroit. Twelve children have been born to the family, six of whom survive: Mary G., Charles J., William F., J. Matthew, John A. and May. The family homestead is in Marine City, Mich., where the Captain has acquired some realty.

CAPTAIN FRANK McCABE, master of the steamer Chicago, of the Western Transit Company, Buffalo, N. Y., is a native of that city, having been born there October 24, 1845.

Patrick McCabe, father of our subject, was born in the North of Ireland, and about the year 1834 left Dublin for the United States, coming direct to Buffalo. For a time he was fireman on the lakes, and then entered the employ of Bidwell & Banty, shipbuilders, with whom he remained some thirty years. By his wife Catherine McCabe, also a native of the North of Ireland, and whom he had married in that country, he had children as follows: Michael (who was mate of the schooner Metropolis, and was drowned off her in 1864), Joseph (who was an elevator man), Frank J., Elizabeth (deceased), and Mary (wife of Owen Gologly).

Our subject received his education in School No. 4, Buffalo, N. Y., and from the time he was twelve years old until he was twenty he attended night school only, dur-

ing the winter seasons. In 1858 he commenced sailing the lakes, at first in the capacity of cabin boy on the steamer Iowa, Capt. Robert Jones, from which humble position he worked his way up, entirely by his own exertions and merit until by the year 1869 we find him master of the schooner Wat Sherman. In 1872 he left sailing vessels for steamships, in that year becoming captain of the tug Evans, of Chicago, and in 1873 he was mate of the Camden. In 1874 he served on the harbor police force of Buffalo; in 1875 he was mate of the steamer Java, one of the Commercial line of vessels, in the latter year entering the service of the Western Transit Company, being mate for two years, and master of the Chicago (his present position) for some eight years, or up to this writing. In point of service he is one of the oldest captains at present in the employ of that company, and in his lake career he has been both successful and fortunate, never having experienced collision, shipwreck or cast-away.

On December 21, 1868, Captain McCabe was married to Miss Mary Murphy, daughter of the late Joseph and Elizabeth Murphy, and three children have been born to them: Mary, Elizabeth and Frank. The family residence is No. 393 Elk street, Buffalo.

Captain McCabe has always taken an active interest in marine matters, and in 1890 he united with the Ship Masters Association, of which he was president in 1896; in which year, and also in 1897, he was a delegate to the Shipmasters convention. Socially he is affiliated with the Catholic Mutual Benefit Association, Branch No. 8.

AARON P. HAGEDON, for the past nineteen years the efficient chief engineer of the steambarge Benton, with residence at Algonac, Mich., is a native of that city, having been born there October 29, 1848. He is a son of Captain Perry and Maria Hagedon, the former of whom is yet living, at the patriarchal age of eighty years, the latter being deceased. The father was at one time captain of the scow Antelope, owned by Williams & Mills, of Vicksburg, Mich., and he afterward owned and sailed the schooner

Miller, of Algonac, and other small schooners.

Engineer Hagedon entered his life on the Great Lakes as cook on his father's vessels, in which capacity he remained several years. In 1867 he accepted a position as engineer on the tug Ontario, Capt. James Harrow, and for ten years acted in the same capacity on the tug William Goodnow, after which he became chief engineer of the steambarge Benton.

In 1869 Mr. Hagedon was married to Sarah Taft, of Algonac, Mich., daughter of William and Ann Taft. Ten children have been born to Mr. and Mrs. Hagedon, eight of whom are living, their names and dates of birth being as follows: William, 1871; Dana, 1875; Lillie, 1877; Lizzie, 1879; Maynard A., 1884; Sadie, 1885; Walter, 1886; and Edith, 1890. The deceased are Angus, born 1873, died 1884; and Annie Maria, born 1893, and who died the same year.

In religion Mr. Hagedon is a member of the Christian or Disciples Church, and socially is a member of the A. O. U. W., and Marine Engineers Beneficial Association. Politically, he votes the Democratic ticket.

ALFRED E. WELCH, engineer on the City of Rome, is a well-known and efficient marine engineer. He was born in Erie county, N. Y., September 1, 1846, and received the limited educational advantages afforded by the country district schools during the winter months.

In 1870 Mr. Welch shipped as engineer on the tug Mary E. Pierce, of Buffalo harbor, and for seven years thereafter was employed in a planing-mill ashore. In 1878 he returned to the lakes as engineer on the steamer Missouri, Capt. Lyman Hunt, engaged in the lumber trade between Buffalo and Bay City, Mich., remaining in that position for two years. In 1880 he entered the service of the Anchor line as chief engineer on the propeller Conemaugh, running from Buffalo to Chicago, and continued in that vessel for four years. During the season of 1884 he was engaged ashore as machinist, and in 1885 he became chief engineer of the steamer H. E.

Packer, of the Lackawanna line, remaining one season. He then shipped as engineer on the steamer Wocoken, belonging to the Winslow line, of Cleveland, Ohio, and for one year afterward was employed in the same capacity by the Buffalo and Lake Superior line. In 1887 he became chief engineer of the steamer City of Rome, of Chicago, engaged in the coal trade between Buffalo and Chicago, which position he still holds.

Mr. Welch was married, in 1873, to Miss Elizabeth P. Harrison, of Buffalo, and they have one son. Mr. Welch is the efficient secretary of the Marine Engineers Beneficial Society, which position he has filled with ability for four years. The family reside in Buffalo, New York.

AUGUST H. MILLER. Although not personally connected with the lake marine, August H. Miller is well known about the port of Buffalo, being the son of Henry L. Miller, a marine engineer of many years' experience.

Mr. Miller was born August 4, 1860, at Buffalo, and at the schools of that place received his early education. At the age of twelve years he left school and entered the employ of William Nicklis, Jr., a prominent tailor, there acting in the capacity of bundle boy. For this service he received \$2.50 per week, but was soon promoted, and finally learned the trade, remaining seventeen years, and leaving this position as manager of the business. During this period he had acquired a thorough knowledge of the tailor business, and accordingly he went into business for himself, opening a shop at No. 35 Main street.

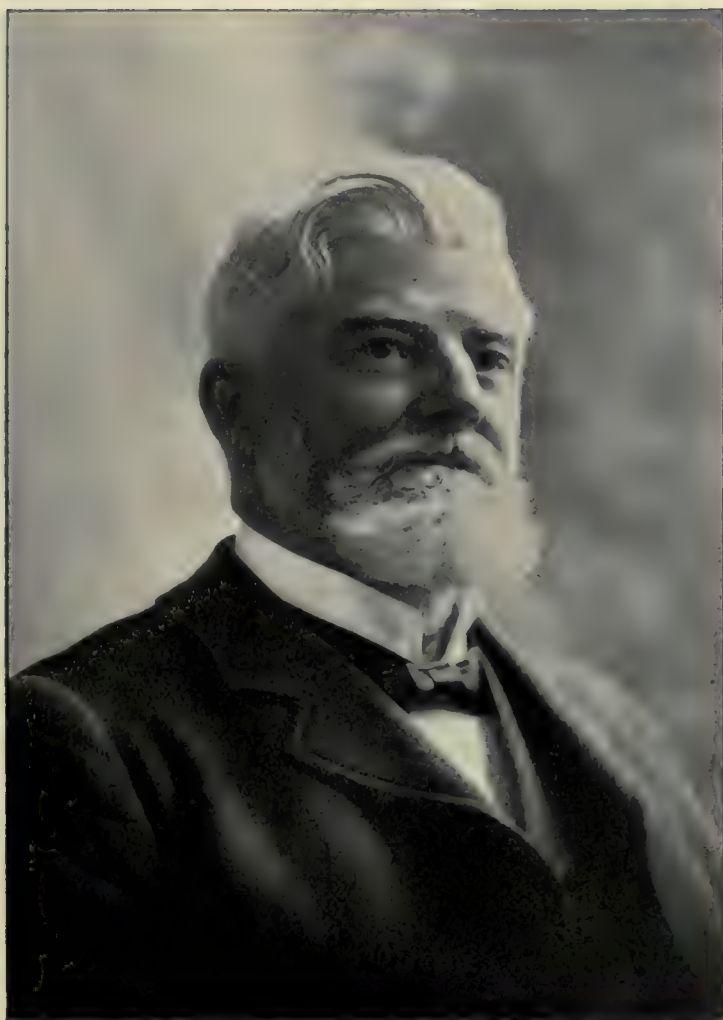
In January, 1892, he went to New York City and took a position as cutter with James Barrett. After three years in this place he returned to Buffalo and entered into partnership with George W. Patridge, opening a tailor shop at No. 60 Main street, where he is located at the present time.

On January 31, 1881, Mr. Miller was married to Miss Emma Lorenz, of Buffalo, who died April 25, 1890. Their only child was born April 25, 1890, and is attending school at the present time.

JOSEPH B. CONARD, a veteran coal shipper on the lakes, was born in Cecil county, Md., January 1, 1840, a son of James M. and Harriet (Campbell) Conard, and is of Scotch, German and English descent. The Campbells came over with Lord Baltimore, and the name has undergone many changes of spelling.

Two brothers, Peter and Tennis Kunard, who came over with William Penn, were the progenitors of the American branch of the family, and certain members of the family took prominent parts in the early political affairs. John Conard, grandfather of Joseph B., was a Quaker member of Congress from Philadelphia, and was read out of the Meeting for voting in favor of the war of 1812, his action winning for him the appellation of the "fighting Quaker." His patriotism was not forgotten by the government, and he became United States marshal for the Philadelphia district under both Madison and Monroe. Mr. Conard's parent's moved to Philadelphia when he was fifteen years old, and he there remained as a resident twenty years. He was educated in the district schools of Maryland, and went to work when fourteen years, spending his early years on a farm at hand work. In 1865 he commenced shipping coal from the Philadelphia and Reading railroad docks at Port Richmond, then the shipping port of Philadelphia, but now a part of the city, where he represented A. E. Packer & Co., Rathbun, Sturns & Co., Heckschier Bowns & Co., Hartford Association Coal Company, and others, and also operated on his own account. In 1875 he went to Perth Amboy, N. J., in the interest of the Lehigh Valley Railroad Company, where he had over three hundred different kinds of coal to look after, shipping over two million tons yearly, and having under his control from three hundred to four hundred men. Here he remained until 1882, at which time Coxe Brothers & Co. commenced this business in Buffalo, and Mr. Conard moved thither to become their resident shipping agent, which position he still holds.

It is an important one, as the note of the trestle operations will show. The coal-shipping trestle occupied in Buffalo by Coxe



A. B. Leonard

Bros. & Co. is the property of the Western New York & Pennsylvania Railroad Company, and is situated on the west side of the Blackwell canal just above the South Michigan street bridge. It has pocket capacity of three thousand two hundred tons, and a stocking capacity of six thousand tons adjoining. A Brown hoist was put up to assist in shipping from the stock pile, though it has not been much used. Shipment over the trestle by lake to various ports, principally Chicago, Milwaukee and Duluth, exceed two hundred thousand tons a season, and reached three hundred and seventeen thousand tons a season.

In 1873 Mr. Conard married Miss Sarah L. Shewell, a member of an English family of that name which has been prominent in Philadelphia society from Colonial times. They have no children, but have reared two nieces.

Mr. Conard is a member of the Merchants Exchange of Buffalo, and is affiliated with the F. & A. M., Washington Lodge and Keystone Chapter of Buffalo. He is a truly self-made man, having been sent adrift to support not only himself, but his family as well, when but fourteen years of age. By his own industry and integrity he has attained his present position, and is now well known among the lake interests.

JAMES G. PURVIS is a genial and wholesome shipmate, and has spent much profitable time in the study of marine engineering, and as a reward of his patience has held many positions of responsibility and trust.

Mr. Purvis was born in Detroit on August 21, 1856, and is the son of Capt. James and Margaret (Fitzgerald) Purvis. His father was an educated ocean navigator, and was a man-of-warsman for several years, and also master of full-rigged ship sailing out of London and other British ports. Both parents were natives of Ireland, the father being born in Belfast, and the mother in Limerick. They came to America about the year 1840, locating in Detroit, where they met and were married. The father was a practical shipbuilder, and constructed the schooner *Trial* at Detroit, and sailed her; also the barge *Merrimac*.

He laid down the plans for the side-wheel steamers *Water Witch*, *Ruby*, and *Susan Ward*, and during his later years took contracts for planing, planking, etc., and did much of Captain Ward's repairing. He is now living at Detroit at the prime age of eighty, and still does his own thinking. Captain Purvis has six sons, all marine engineers. James G. and John B. are twins. John B. brought out the steamer *Corsica* new, and also ran the tug *Duncan City*. Thomas is chief engineer of the steamer *Ionia*; William, who was chief engineer of the *Erie Fish Company*, operating fourteen tugs, was murdered while acting as peace-maker in a brawl; Alexander is chief engineer of the Detroit fireboat *Detroit*; George is assistant engineer on the steamer *Tom Adams*.

James G. Purvis, the subject of this sketch, acquired his education in the public schools of Detroit, which he supplemented by a course of study and international correspondence. After leaving school he entered the machine shop of Barnes Brothers in Port Huron, and became an expert draughtsman. He also worked with his father in Simon Langell's shipyard as carpenter on contract jobs. It was in 1876 that he began his career as marine engineer of the *P. L. Johnson*, and took charge of the tug *Cora B.*, of Bay City, in 1877, plying the Saginaw river between Bay City and Bangor, running her two seasons. During the seasons of 1878 and 1879 he served as second engineer on the *C. B. Hull*, following those of 1880 and 1881 as assistant on the steamer *East Saginaw*, after which he joined the *St. Paul*, as chief, and held this berth through 1882 and 1883. In the spring of 1884 he entered the employ of the Detroit Transportation Company, as chief of the steamer *Iron Duke*, which he ran one season, and in 1885 accepted the position of machinist for the Western Knitting Company, of Detroit; during the same year he joined himself to the *Iron Chief*, as chief, remaining on her till 1887; in 1888 transferred to the steamer *Oregon*, also as chief; and during the seasons named was chief on the following boats: 1889-90, brought out new the *A. G. Lindsay*; 1891-92-93-94,

was on the *Eber Ward*; 1895, on the steamer *Ogemaw*; 1896, on the *Unique*, a steamer plying on the St. Clair river between Port Huron and Detroit, and carrying quadruple expansion engines, and very speedy when in trim. During the year 1897 Mr. Purvis was mechanical engineer of the Carkin, Stickney & Cram Dredging Co., and went where his services were required. In 1898 he became chief engineer of the fine steel steamer *Merida*. Being a thorough mechanic, the machinery over which Mr. Purvis presides is always found in good condition, and he is well qualified to make his own repairs if any should be necessary. He has twenty-one issues of first-class license.

Socially, he is a member of the Independent Order of Odd Fellows and of the Knights of the Maccabees.

On June 4, 1879, Mr. Purvis was united in marriage to Miss Caroline A., daughter of William and Elizabeth (Sharpsteel) Miller. Their children are John W., a graduate of the Detroit High School; Alice M., a graduate of 1899; Margaret E. and James Alex. The family homestead is at No. 169 Junction avenue, Detroit, Michigan.

JOHN FORD, a mariner of many years service on the lakes, was born in Greenock, Scotland, in the year 1841, and went to sea when very young, first shipping as boy, and later sailed before the mast, serving a full apprenticeship. Mr. Ford spent fifteen years in all at sea, and left for the Great Lakes while still rating as an able seaman.

He has been on the lakes over thirty years, and in the employ of the government all that time. He first shipped on the U. S. schooner *Belle Stevens* as second mate, and later with the *Surveyor* for a short time.

Mr. Ford has held positions on the lighthouse tender boats of the Ninth, Tenth and Eleventh districts, and has sailed on nearly all the boats connected with the lighthouse service, serving at different times as mate of the *Haze*, the *Warrington*, the *Surveyor*, the *Amaranth*, and the *Dahlia*, being transferred from one to another by those in charge of the service. Several years ago he commanded the *Dahlia* for nine months,

but was again transferred to the *Warrington*, where he remained two years, and for the last four years has held the position of first mate on the *Amaranth*.

Mr. Ford is married, and has lived in Detroit, Mich., since coming to the lakes. He has seven children: Mary, John, Frank, Louis, Robert, Maurice and Eugene.

W. C. D. GILLESPIE, who is quite popular in marine circles, as well as with all who have the pleasure of his acquaintance, is now chief engineer of the Rookery building, Chicago, having held that responsible position since 1886; but previous to that time he had spent the greater part of his life upon the lakes as an engineer.

Mr. Gillespie was born in New Orleans, La., in 1844, a son of George W. and Mary E. (Copeland) Gillespie, the former a native of New York, and the latter of the West Indies, and of English descent. At the age of sixteen years the father went South, and for some time engaged in steamboating on the Mississippi river, running from St. Louis to New Orleans, the first season as second clerk, and later as clerk. He also became part owner of boats on the lower Mississippi, but in 1850 sold his interests in the South and removed to Buffalo, from which port he sailed on the Great Lakes for many years, being on the *Saginaw*, *Bucephalus*, *Westmoreland*, *Buffalo*, *Antelope* and *Globe*. He was on the last named when she was blown up at Chicago. He sailed on the lakes from 1850 until 1888, with the exception of the five years when serving as street commissioner at Buffalo. In 1889 he removed to Chicago, where his death occurred January 20, 1898. His wife had died in the same city in October, 1892.

The subject of this sketch was reared and educated in Buffalo, and at the age of fourteen years entered the old Eagle Iron Works of that city, serving a four-years' apprenticeship at the machinist's trade. In 1862 he manifested his love of country by enlisting at Buffalo, in Company H, One Hundred and Sixteenth New York Volunteer Infantry, for three years or during the war, and was mustered in at that place, his regiment being assigned to the Nine-

teenth Army Corps, Army of Louisiana and Texas. He participated in the battles of Stone Plain, Port Hudson and Jacksonville, La., and in the Red River and Texas campaigns, also for the last six months at the siege of Petersburg, Va. The war being over and his services no longer needed, he was honorably discharged at Buffalo, in 1865.

In the spring of 1866 Mr. Gillespie began steamboating on the lakes, sailing out of Buffalo as engineer on the tug *Daisy Lee*, bound for Racine, Wis., remaining on her one season. She was wrecked off North Point, Racine, Wis., December 7, 1868, during a heavy snowstorm, and the crew in order to save themselves were obliged to swim ashore. In 1867 he fitted out the tug *Margaret* at Buffalo; was on her as engineer for three seasons, and in 1870 sailed her as captain, being engaged in the wrecking business along the shore of Lake Michigan. Remaining ashore in 1871, he spent three years as superintendent for the Comstock & Simpson Lumber Co., at Oconto, Wis., and for two years was financially interested in the company. In 1874 he came to Chicago, and that year and the year following was engineer on the tug *Burton* at that port. During a part of the season of 1876 he was on the tug *Crawford*, at Chicago, but in the fall of that year entered the employ of the Union Steamboat Company, as engineer of the steamer *Gould*. He remained with that company for twelve years, during which time he was engineer on the *Gould*, *Canisteo*, *Blanchard* and *Portage*, of their steamship line. With the exception of the *Canisteo*, which was wrecked off *Waugochance* (Mr. Gillespie still her engineer) at two o'clock in the morning of October 20, 1880, the other boats are still in commission. In 1885 he was made assistant superintendent of the Baker & Smith Steam Heating Co., but the following year accepted his present position as chief engineer of the Rookery building. In 1874 he was one of the promoters and organizers of the old M. E. B. A., No. 4, of Chicago; and he is also a prominent member of the Masonic fraternity, having assisted in the organization of all branches of that Order at Auburn

Park. He belongs to Auburn Park Lodge No. 789, F. & A. M., of which he has been master; Auburn Park Chapter No. 201, R. A. M., being honored with the office of high priest; Englewood Commandery No. 59, K. T.; *Medinah Temple* No. 1; and Auburn Park Chapter No. 167, Order of the Eastern Star, of which he has been patron.

In 1868, at Racine, Wis., Mr. Gillespie was married to Miss Amelia Yout, a daughter of Simeon C. Yout, one of the early pioneers of that city, who gave his attention to the insurance business. Two children were born of this union, only one of whom is living: George H. The family residence is at No. 107 Gale avenue, River Forest, Illinois.

CAPTAIN HIRAM C. ELDREDGE, son of Alonzo and Mary J. Eldredge, was born in Cleveland, Ohio, February 25, 1853. He attended the public schools of his native city until he reached the age of fourteen, going through the grammar grade. In 1867 he commenced his life on the lakes with Captain Cowley as boy on the schooner *Sutler Girl*, remaining two years, and in 1869 shipped before the mast on the topsail schooner *Ellen White*. The following year he was employed on a railroad running into Cleveland. In 1871 he shipped for a part of the season, as seaman on the schooner *E. R. Turner*, then finishing on the schooner *Jamaica*. In 1872 he was appointed second mate on the schooner *Ida Keith*, remaining on her all season. In 1873 he shipped as mate on the *Wagstaff*, closing the season on the *Ahira Cobb* before the mast. The next spring he was appointed mate of the *Samuel J. Tilden*, retaining that office until the close of navigation. In the forepart of the season of 1875 he was wheelsman on the *Comet*, and while in that capacity lost the little finger on his left hand, and during the remainder of the season of 1875 he served as wheelsman on the *Cormorant*. Afterward he occupied different positions on various vessels until 1880, when he was appointed mate of the schooner *Selkirk*, closing the season on the schooner *Sweetheart*, afterward lost on Lake Huron. In 1881 he filled berths on different vessels, and in 1882

was appointed mate of the schooner Camden, remaining with her one season. In 1883 he superintended the working of the derricks at the construction of the "Stillman Hotel," in Cleveland, Ohio. From 1884 to 1890 he sailed as mate of different vessels, going as mate of the schooner Niagara during the latter season, after which he was appointed master of the steamer Saginaw, remaining in this office one season. He was appointed master of the schooner Josephine, and followed that service by a season as pilot of the yacht Wadena. In 1894 he sailed the V. Swain a part of the season, it being afterward burned. In 1895 he came out in the Victory, built at South Chicago, and in 1896 shipped as mate of the steamer R. E. Schuck, closing the season as mate of the steamer Frontenac. During the season of 1897 he officiated as mate on the steamer R. P. Ranney, then sailed southwest for a time; early in 1898 he started out on the steamer Hesper, later joining the steamer Superior, which sprang a leak and was laid by for repairs August 28, finishing upon the steamer A. J. Lindsay, from which boat he made the attempt to reach salt-water. He is a member of the Ship Masters Association and carries Pennant No. 952. He is also a member of the Odd Fellows fraternity.

Captain Eldredge was united in marriage to Miss Frances A. Bell, of Cleveland, formerly of Dexter, Maine. There have been born to this union three children: Herbert C., Burnette Chester and Mertis Bell, all of whom attend the excellent public schools of Cleveland. The family resides at No. 74 Tennessee street, Cleveland, Ohio.

CAPTAIN JOHN C. CAREY, an old-time lake captain, was born August 21, 1841, at Oswego, N. Y., and is the son of John and Elizabeth (Brooks) Carey, natives of Ireland. John Carey, Sr., was born and reared in Dublin, but spent the greater part of his life in America, working at the machinist's trade. Mr. and Mrs. Carey both died in Kingston, Ontario.

The Captain spent the first seven years of his life at his native place, and then

went to Kingston, Ontario, where he attended school for some time. At the age of ten years, however, he sailed out of Kingston on the steamer Sylph, running to Montreal. Upon this boat he spent five seasons as boy, and during this time, his parents having died, he came to Detroit with Captain Ives, under whose command he had been working.

His first employment in that city was upon the dry dock known as the Ives dry dock, the first one built in Detroit. He then went on several river tugs, later on joining the John Owen as mate, after which he was put in command of the Red Erie, going from this to the following boats: The Oswego, Bruce, J. Ruby, and Bay City, then returned to harbor tugs at Detroit, where he remained several years. In 1876 he came on the ferry boats, and since that time has been employed on the Detroit river on tugs, and on the ferry lines. He has been in the command of the Fortune and Sappho, and when the latter was laid up, he alternated with Captain Foster on the Victoria.

In December, 1863, he was married to Miss Bridget Hennesy. Their children were: Annie, now Mrs. William Corbert, of Chicago; Maggie, Lizzie and John, who are deceased; George, who resides at home, having traveled extensively all over the world; Charles, who is at present traveling on foreign seas, following the life of a sailor; and William, a student in college.

CAPTAIN WALTER D. HAMILTON, a descendant of old New England and New York families, is a noted master of lake steamers. He is endowed with fine qualities, both mental and physical, and, as he becomes a friend and comrade, one learns to appreciate his coolness in time of danger, and his resource to overcome; his power of endurance and quick comprehension being proverbial. He is a grandson of Joshua Hamilton, of New York State, an early settler of the Mohawk Valley. His maternal grandfather was Solomon Jones, of Blackstone, Massachusetts.

He was born in Ogdensburg, N. Y., February 8, 1862, a son of David and

Minerva (Jones) Hamilton. All the members of his father's family adopted commercial pursuits. He is a public-school graduate, and acquired a nautical education in the Wilson school of Chicago.

It was in the spring of 1878 that Captain Hamilton commenced to follow the lakes as wheelsman in the steamer Champlain, of the old Northern Transportation line, which position he retained three seasons, going thence onto the steamer Lawrence as wheelsman, being promoted at the end of the first year to the office of second mate. In 1883 he joined the passenger steamer City of Duluth, of the Lake Michigan & Lake Superior Transportation Co. as wheelsman and lookout alternately. The next spring he transferred to the steamer Jay Gould, of the same line, with a billet as second mate. In the spring of 1885 he joined the steamer Clyde as second mate, plying between Chicago and Buffalo. This was followed by a season as mate on the steamer Ida M. Torrent, and he held a like berth on the steamer Oneida during the season of 1887. In the spring of 1888 he was appointed mate of the steamer H. L. Worthington, and, with the exception of a season on the steamer Rhoda Emily, he passed seven years as mate of the H. L. Worthington. It was in the spring of 1896 that Captain Hamilton entered the employ of the Hines Lumber Company (the largest concern in the world engaged in that business), as master of the steamer S. K. Martin, which he sailed two seasons. The winter of 1898 he went to Marine City, Mich., and purchased the steamer Santa Maria, in the interest of the company, and sailed her as master in the lumber trade between Chicago, Duluth and intermediate ports. During the season of 1897 the Hines Lumber Company made sales of over 158,000,000 feet of lumber.

Socially, Captain Hamilton is a Royal Arch Mason, of Corinthian Chapter, and a Master Mason of Kilwanning Blue Lodge. He is also a member of the Knights of the Maccabees, and of the American Association of Masters and Pilots of Steam Vessels.

On December 25, 1889, he was united in marriage to Miss Mary A. Thompson, of

Ogdensburg, N. Y., and three daughters have been born to them: Ida May, Florence Dakin and Marion Estelle. The family residence is at No. 1295 Millard avenue, Chicago, Illinois.

CAPTAIN GEORGE MURCHISON, of the steamer Queen City, was born in Toronto, in 1849, his parents also being natives of Canada. He attended school in Toronto, but was tempted to try the fortunes of a sailor on the Great Lakes at a very early age. In fact the Captain's love for the water caused him to take an unceremonious leave of school and friends to ship on board the large timber schooner Cecelia, of Windsor. This first experience of sailor's life was short lived, as young Murchison was found by his anxious family and taken home. This, however, failed to quench his ardor and love of "A life on the foaming main," and he again shipped, this time on the schooner Primrose, of Consecon, after which he joined other schooners, serving but a short time on them; then he shipped as deckhand on the steamer Rothesay Castle, plying between Hamilton and Toronto and Port Dalhousie and was promoted successively to the posts of wheelsman and second mate, transferring from this to other steamers.

In the early days of the ferry service between Toronto and the Island he was captain of the old steamer Bouquet, and afterward took her up to Hamilton as an excursion steamer between that city and "Brant House," Burlington, Canada. Then Captain Murchison saw service with the Humber Steam Ferry Company, was on the Annie Craig, a boat which was owned by Messrs. O'Keefe & Co., the well-known brewers, and which was eventually burned during the great Esplanade fire of a few years ago. Then he was with the Doty Ferry Company, and Church Street Ferry Company, respectively, staying with the last-named company until the year 1889, when he became master of the excursion steamer Steinhoff, now the Queen City. During the earlier part of the season of 1894 he was employed on the steamer Lakeside, trading between Toronto and St. Catharines, and the season of 1898 found him with the

Industrial Exhibition Association of Toronto, engaged in purchasing boats and fitting them out to represent the battleship Maine, and the Spanish fleet in readiness for bombardment. These boats were exhibited during the exhibition held in Toronto.

WILLIAM DORAN has not confined his attention strictly to marine engineering, but has distinguished himself in places of responsibility. He is outspoken and frank to a marked degree, holding his rights to independence of opinion as sacred, and has no hesitation in declaring his views in so decided a manner as to leave no chance for misapprehension. He was born in Donegal, County Donegal, Ireland, May 1, 1856, a son of Hugh and Mary (Brodbane) Doran. His early school-days were passed to good profit in his native town, and after the family removed to the United States (the father having preceded them by about a year), he further added to his education by attending business college in Port Huron, Mich., during 1892. During the period between 1871 and 1878 Mr. Doran worked in the shipyards of Port Huron as caulker, first in Mr. Muir's yards, then in Fitzgerald's, Dunford & Leighton's, and Dunford & Alverson's.

In 1878 he entered the employ of the Grand Trunk Railroad Company as fireman on a locomotive, and on February 8, 1880, he was promoted to the position of engineer, holding that place three years, when he again went into the shipyard as caulker, remaining until October, 1883, when he accepted a position as engineer on the Minneapolis & St. Louis railroad, which he retained until February, 1886. He then entered the employ of the Port Huron Gas Light Company, doing the outside work of pipe fitting, etc., for two years. The following two years were passed in plumbing, and steam and gas fitting for the firm of Doran & Gibson.

In 1890 Mr. Doran shipped as fireman on the steamer Manistique. He later entered the employ of the St. Clair Tunnel Company, working under the direction of the mechanical superintendent, J. T. Eames, and had charge of all the hy-

draulic work pertaining to the shield of the tunnel, which the company was building under the St. Clair river, to connect the cities of Port Huron and Sarnia. His duties included supervision over all boilers, pumps and air compressors. In 1892 he went to Calcasieu parish, La., where he had charge, under the direction of Superintendent H. H. Hall, of the hydraulic pumps and machinery for sinking a shaft and mine for the American Sulphur Company. On his return to Port Huron, after an absence of six months, he again went to work as caulker in Dunford & Alverson's shipyard for a time, closing the year by laying mains for the Port Huron water works. In the spring of 1893 Mr. Doran shipped on the steamer S. L. Doty as oiler, remaining until August, when he stopped ashore at Milwaukee, and went to work in the shipyard as caulker for a time. Under the direction of Thomas Murphy, who had the contract, he took charge of the work of setting up and running the machinery of a new crib for the Milwaukee water works. The work was completed without a mishap, and gave great satisfaction. This enterprise had been abandoned by a previous contractor, after ten men had been drowned, during a severe gale which occurred while the men were at work, a heavy sea carrying away their house, which had been built over the top of the shaft, together with the machinery and boilers, and the men in the house; the other men in the shaft were drowned by the carelessness of one of their number, who at this time opened the airlocks, thus letting in water. The man who caused this loss of life was the only man on the work that was saved, he being supported by the hoisting cable to which he clung.

In 1894 Mr. Doran was made foreman of the St. Clair Light and Fuel Company, and attended to all the outside work, and about August, 1895, he engaged with Richardson & Gibson as steamfitter. In the spring of 1896 he shipped as oiler on the new steamer E. W. Oglebay, and during that season secured his license and was appointed second engineer. The next spring he again joined the Oglebay as second engineer, and transferred to the steamer Garden City, then to

the Arizona, and closed the season as second on the steamer Business, after which he again took up railroading, entering the employment of the G. T. R. B. R. Co., with headquarters at London, Ont. He is a member of the Marine Engineers Association, and still holds his membership in the M. E. B. A. No. 43, of Port Huron, Michigan.

In 1887 Mr. Doran was united in marriage to Miss Alice J., daughter of Peter and Ellen Mullen. Although a railroad man, he still retains a deep interest in the lake craft, with which he was associated in his early life.

A. H. McLACHLAN, who was at one time the efficient pilot on the City of Buffalo, is a young man whose future is full of promise, judging from the advancements he has made from time to time on different boats upon which he has served. At the age of seventeen he went sailing, and since that time has devoted all his attention to a thorough knowledge of marine affairs.

He was born November 17, 1861, at Detroit, Mich. He lived there about two years, and then removed with his parents to Alvinston, Ont., where he lived about fourteen years, there obtaining an education from the public schools. He first shipped on the North West, and spent the first year as deckhand, after which he acted as watchman one season. As wheelsman and lookout he spent two seasons on the old City of Detroit, two years as second mate, and in June, 1887, was given the position as mate, which he held until the close of navigation in 1888. During 1889 and 1890 he acted as mate on the new City of Detroit, and in 1891 went on the barge C. Towar as second mate. In 1892 he acted as second mate of the Flora, in 1893 of the State of New York, and in 1894 and 1895 as second mate on the State of Ohio. When the City of Buffalo came out new in 1896 he was given the position of pilot, and served in that capacity for the following two seasons, and in 1898, when the City of Erie came out new, he was transferred to her as pilot.

Mr. McLachlan is a son of H. T. and Jane (Ferguson) McLachlan, natives of

Canada, the former of whom has been a sailor on the lakes about forty years. Daniel and John, brothers of the subject of this sketch, are both sailors, the former frequently going to England.

On December 26, 1888, Mr. McLachlan was married to Miss Alberta M. Blain, of Detroit. He is a member of the Masonic order, and is second officer of the A. A. of Masters and Pilots, Cleveland Harbor No. 42.

ERNEST A. MEEKER is a young man who began marine life only a few years ago, but whose promotion has been rapid; and, judging from the past and present, a successful future is anticipated for him in his chosen line of work. He is the son of Ernest and Frances Louise (Aicher) Meeker, and was born October 23, 1871, at Huron, Ohio, where he has always made his home.

Ernest A. Meeker, Sr., father of our subject, and who spent a great part of his life in farming, was born in Huron, Ohio, August 15, 1849, and came to his death by drowning in Lake Erie, while out in a yacht upon a hunting excursion. On December 24, 1870, at the Christ Episcopal Church, of Huron, Ohio, the Rev. Samuel Marks officiating, he was married to Miss Frances Louise Aicher, who was born in Baden, Germany, June 14, 1852. She still survives him and lives at Huron.

Ernest Meeker received a common-school education in his native town, and in 1892 went sailing. His first experience was on the steel steamer Samuel Mather, where he acted as oiler from June 9, 1892, until August 10, 1893, when he accepted the same position on the James B. Colgate, and remained until the boat was laid up, December 20, 1893. On April 15, 1894, he went as oiler on the steamer Centurion, and remained with her until December 9, of the same year. He then obtained papers, and the following April joined the John N. Glidden as first assistant engineer, and remained as such until June 1, 1894. On July 12, 1895, he went as first assistant engineer on the Wellington R. Burt, where he remained until September 9 of that year, after which he went on the Onoko, acting in the same

capacity until she was laid up in December of the same year. March 30, 1896, he returned to the *Onoko*, and spent the entire season as first assistant, remaining on her during the season of 1897 in the same position, and the following winter procured a chief's license which entitled him to act as chief on the steamer *John N. Glidden*.

Mr. Meeker was married at Sandusky, December 23, 1896, by Rev. Edwin Weary, rector of the Christ Episcopal Church, Huron, Ohio, to Miss Edith Mae Davenport, who was born October 9, 1876, at Clyde, Ohio. Mrs. Meeker is a daughter of Mr. and Mrs. A. B. Davenport, the former of whom is proprietor of the "Lake House" at Sandusky. Mr. Meeker has one sister, Miss Ursa Louise, who was born August 3, 1874, and still resides with her mother at Huron.

THOMAS C. DOREY, a reliable and experienced engineer sailing out of Manitowoc, Wis., is a descendant of a line of sailors, both branches of the family having followed the lakes. He was born in Cornwall, Canada, January 1, 1861, a son of Leon and Catherine (Smith) Dorey. The father was a St. Lawrence river pilot of considerable note, and was in the employ of Hiram A. Calvin a number of years, during which time he was master of the steamer *Hiram A. Calvin*, *America*, *Young Traveler*, *Gildersleeve* and numerous other vessels hailing from Garden Island. His uncle, Thomas, is still in Captain Calvin's employ as engineer of the steamer *D. D. Calvin*, as are also two other uncles, John and James Smith, the former being chief engineer of the *Denver*, the latter first assistant of the *Hiram A. Calvin*.

In the spring of 1879, after acquiring a liberal public-school education, Mr. Dorey shipped as fireman in the steamer *Hiram A. Calvin*. The next spring he fired in the mail steamer *Algerian*, plying between Hamilton and Montreal, but held that berth only four weeks, and closed the season on the tug *Jessie Hall*. In 1881 he went to Chicago and shipped in the passenger steamer *Sheboygan* as fireman, followed by a season in the F. & P. M. steamer No. 2. In January, 1883, he received an engineer's

license, and was appointed second in the side-wheel passenger steamer *Corona*, remaining in her three seasons. He then transferred to the steamer *Sheboygan* as second engineer, holding that berth two seasons. The next year he joined the steamer *Muskegon* in the same capacity. In 1890, after running the tug *Arctic* about a month, he was appointed chief engineer of the passenger steamer *Muskegon*, which office he held seven consecutive years, or until September, 1896. He then assumed charge of the tug *Arctic* as engineer, and ran her until May 28, 1898, when he was made chief in the side-wheel steamer *Chicago*. He has been in the employ of the Goodrich Transportation Company fifteen consecutive years, without mishap of a serious nature occurring to the machinery under his charge. He is an honored member of the Marine Engineers Beneficial Association at Manitowoc, having held the office of vice-president and treasurer of the lodge.

In November, 1885, Mr. Dorey was united in marriage with Miss Margaret, daughter of James and Catherine (Kelley) Barry, of Manitowoc, and the children born to this union are, John Leo, Catherine Naomi, Loretta May, James T. and Charles Earl. The family residence is at No. 505 Chicago street, Manitowoc, Wisconsin.

FRANK M. CARR was born at Buffalo, March 3, 1868, and received his education partly in the public schools of that city and partly in Oakwood Seminary, Union Springs, Cayuga county, New York.

Mr. Carr learned his trade at the King Iron Works, and in the spring of 1880 shipped as oiler on the *Montana*. He remained two seasons in this service, and followed it with three seasons as oiler in the *Badger State*. From 1885 to 1891 he was fireman on the various tugs belonging to Maytham's line, and for the season of 1891 was chief engineer of the excursion boat *Eighth Ohio*. From that time until the close of the season of 1896 he was engineer, respectively, of the harbor tugs *Blaize*, one season, *Fulton*, one season, and of the *Hudson*, of the *White Star* line, the remaining seasons, on which tug he is now on his fifth year.

Mr. Carr has been a member of the Buffalo Harbor Tug Pilots Association four years. He was married at Buffalo, December 24, 1891, to Annie Carr, of Union Springs, Cayuga county, New York.

ALBERT LEIGH JONES was born at Manchester, England, November 20, 1862, and at that place lived the first sixteen years of his life. He then came to America and settled in Detroit, where he has since made his place of residence. He is the son of Peter and Caroline (Fowler) Jones, both natives of England, who are still living in that country, the former being in charge of a cotton-shipping warehouse at Manchester.

At the age of twenty-two years Albert Jones began sailing, and for many years turned his attention to that occupation. He first went out of Detroit on the City of Alpena, formerly known as the City of Cleveland, acting as oiler, and remained three years. From this boat he went on the propeller Birkhead, and acted as second engineer one year, and spent the following season in the same capacity on the Ossifrage and Idlewild. He then spent five years as second engineer upon the Frank E. Kirby, and, upon leaving her, left the lakes to fill a position in the Public Lighting Commission of Detroit, where he has remained since March, 1895.

On December 9, 1889, he was married to Amanda Fisher, of Detroit. Their only child, Erwin Leigh, was born October 1, 1891. Mr. Jones is a member of the M. E. B. A. No. 3, of Detroit, the A. O. U. W., and of M. E. Cooley Association No. 24, N. A. S. E.

CAPTAIN JAMES P. STEWART is the eldest son of Schuyler E. and Mary (Harsen) Stewart, and was born January 27, 1860, on Harsen's island in the St. Clair river. The father was born in Rome, N. Y., coming west while still a young man, and becoming a farmer, but in 1866 he, in company with Charles Owen, built the schooner Sailor Boy, with a capacity of about 100,000 feet of lumber, and he traded with her on the lakes as supercargo. After making good money with her, he sold her out

after two years. Later he owned a grocery store in Algonac, and attended to that up to the time of his death, which occurred in 1889, when he was aged sixty-three years. The mother was born on Harsen's island, and was a daughter of Francis Harsen, an Indian interpreter for General Cass while he was governor of Michigan. The island known as Harsen's was named after him. L. D., another son of S. E. and Mary Stewart, followed the lakes about seven years, and was second mate on the steamer George Spencer. He then stopped ashore and assisted his father in conducting the store in Algonac. There is a great-uncle, Stewart by name, living in Howell, Mich., who is 105 years of age.

Captain Stewart, the subject of this sketch, after spending a number of terms in the public school, began sailing in 1879, on the tug I. U. Masters, as wheelsman, with Capt. Frank Danger, holding that berth three seasons. In the spring of 1880 he shipped on the tug George B. McClellan, followed by a season on the Bob Anderson as wheelsman. In the spring of 1882 he joined the lake tug W. B. Castle, closing the season on the M. F. Merrick as wheelsman. The next season he shipped with Capt. Allen Fick on the steamer Alcona as wheelsman, and during the spring of 1884 he applied for and received first-class papers as pilot, and shipped on the steamer Columbia, with Capt. J. D. Peterson; in 1885 on the steamer Selah Chamberlain, with Capt. L. Lawless; 1886, on the steamer E. B. Hale as wheelsman, two months after which he was made second mate. In the spring of 1887 he was appointed mate of the steamer J. W. Westcott, and on November 7, while coming out of South Chicago with a cargo of wheat she struck a sunken pile, which made a hole in her bottom, and she sunk in twenty-two feet of water. She was raised and put in dry dock, and after being discharged was partially destroyed by fire. In 1888 Captain Stewart came out on the new steamer Robert L. Freyer as mate, with Captain Parsons, transferring in August onto the steamer John M. Glidden as mate, with Captain Young. In 1889 he sailed as pilot of the steamer Kalkaska, with Capt. W. W.

Stewart. This boat made forty-seven round trips between Oscoda and Cleveland that season, and carried 32,900,050 feet of lumber, the largest one season's business on record.

In the spring of 1890 he was appointed mate of the steamer *Edward Smith* No. 1, with Capt. Bernard Townsend, holding that office three seasons. In 1893 he joined the William H. Gratwick as mate with Capt. Richard Jackson. The next season he came out as mate with Capt. Charles Marsden, and in 1895 as mate of the steamer *Australasia* with Capt. William Patterson, closing the season on the *Viking* with Capt. A. Stewart. In the spring of 1896 he was appointed master of the steamer *White and Friant*, owned by Capt. James Davidson. The next season he sailed as mate with Capt. Ed Thorp in the steamer *John Owen*. During the winter months for a number of years Captain Stewart assisted in attending his father's grocery store, and on December 19, 1895, he purchased the stock and since that date has conducted it with the necessary help.

On January 12, 1894, Captain Stewart was united in marriage to Miss May, daughter of John and Margaret Ritchie, of Algonac. The Stewart family homestead is located in Algonac, Mich. Captain Stewart is a charter member of the Odd Fellows lodge in Algonac, and as a beneficial investment carries a Michigan Mutual Life Insurance Company's policy.

CAPTAIN WILLIAM MARKUS MCGRAIN has been a reliable mate and pilot of a good class of steamers for the last ten years, and is always attentive to the duties of his office. He is the son of William and Martha (McKee) McGrain, and was born September 27, 1861, at Vermilion, Ohio, the birthplace of so many of the most notable captains and owners of lake vessels in times past. His father was born in Dublin, Ireland, emigrating to the United States about the year 1848, and first locating in Cleveland, Ohio, where he opened a shipsmith shop. He did an extensive business in ironing vessels, among them those of the Bradley fleet. Martha (McKee) McGrain, the

mother, was a native of the State of Pennsylvania, removing with her parents to Cleveland, where she met and married Mr. McGrain. During the next few years Mr. McGrain carried on blacksmithing business in Clyde, Norwalk, Lagrange and Sandusky, finally settling down at Vermilion, where he again opened a shipsmith shop, carrying on business there for over twenty years and acquiring some vessel interests, notably in the scows *I. U. Masters* and *Q. B. Conklin*. It was there that his son William was reared and attended school, working with his father in the shop in the meantime, until he was fifteen years of age. The other members of the family who followed the lakes are John G., an engineer in one of the Minnesota steamers; George F., now mate in the steamer *Henry Chisholm*; and Joseph P., mate of the *Griffin*.

In the spring of 1876 Captain McGrain commenced his lakefaring life in the schooner *Anna P. Grover* as boy, with Capt. Russell Pelton, remaining in her two seasons and part of the third, when he shipped in the steamer *D. P. Rhodes* as seaman. In 1879 he transferred to the steamer *Charles Wall*, closing the season in the steamer *East Saginaw* as wheelsman, holding that berth until the close of the season of 1880, and passed the next season in the *Sophia Minch*. In 1882 he was on the *Onoko*, and on the *A. Everett* and *Cumberland* the next two seasons respectively, and in 1885 he shipped as wheelsman in the steamer *City of Rome*, joining the steamer *Wocoken* the next spring as second mate. In the spring of 1888 Captain McGrain was appointed mate of the steamer *J. H. Devereux*, closing, however, as mate in the *E. B. Hale*. The next spring he was appointed mate of the new steamer *Pontiac*; 1890, mate of the *Corsica*; 1891, mate of the steamer *Joliette*; 1892, mate of the *John Harper*; 1893-94, mate of the *W. L. Wetmore*; 1895, mate of the steamer *George Presley*; 1896, mate of the steamer *St. Paul*; 1897, mate of the *Victory*, and in 1898, of the steamer *Bulgaria*, which he laid up at the close of navigation.

In January, 1890, Captain McGrain was wedded to Miss Margaret, daughter of R. M.

J. and Ellen (Burns) McKisson, of Northfield, Summit Co., Ohio, and a cousin of Mayor R. McKisson, of Cleveland. Ellen Martha, the only child born to this union, died at the age of five years. The family residence is at No. 221 Burton street, Cleveland, Ohio. Socially the Captain is a member of the Independent Order of Odd Fellows.

EDGAR J. SMITH, the only living child of Joshua and Sarah (Crooker) Smith, the former a native of Goshen, N. Y., and the latter of Buffalo, N. Y., was born in Goshen, Orange Co., N. Y., January 9, 1869. Sarah (Crooker) Smith was a daughter of George and Chloe Ann Crooker; her father was born in Windom, Greene Co., N. Y., and was the builder and proprietor of the old "Brown Hotel" and also of the "Red Jacket," corner of Elk and Seneca streets, Buffalo, New York.

When Edgar J. Smith was four years of age his parents removed to Buffalo, and there he attended the public schools until about fourteen years old, when he started to work for the *Times*, as fireman, where he remained through the winter of 1882, leaving then to begin tugging in 1883, firing and decking on the George D. Gilson. During the next two seasons he was second engineer of the steam canalboat Neptune, and also decking and firing on the tug Donaldson. In the winter of 1885 he went to New York and secured a berth on the tug L. P. Dayton, of the N. Y. C. Transportation Company, which he held until the close of the season of 1887, when he was given a position on Dr. R. V. Pierce's yacht Nydia, where he remained about three and a half months, making a cruise of the lakes, and finished the season on the tug Leon. The season of 1888 and 1889 he was firing on the tug S. W. Gee and steambarges Inter Ocean and Belle Cross. In 1890 he received his first papers as an engineer, and went to Cleveland, where he spent the first part of the season with the V. O. T. and the balance on the fishing tug Ada, and was subsequently on the tug Sea Bird, of Ashtabula, until going south, where he was engineer of the tug Arctic for the C. & O. R. R. and the passenger boat Harbin-

ger, plying between Norfolk, Va., and Hartford, N. C., until 1893, when he came back north and went into the fishing tugs Jose and McCarthy, out of Erie, and that winter went south again, as second engineer of the H. J. Wemple, of Norfolk, from South Carolina ports to New York, returning to Buffalo and spending about a year ashore as engineer of the Alabama flats, and the next season had charge of the electric light plant at Sour Spring Grove. In the summer he took the tug Benham, to the "Soo," and then went into the wrecking tug Stanwood and was in her when she, after six days' work, got the Col. Ellsworth off the beach, near Deer Park, Lake Superior. He afterward went to Chicago, where he fitted out the tug D. T. Helen and took her to Duluth and laid her up there, afterward returning to Cleveland. For the season of 1896 he was on the tug Ganzee, of Erie, and during the winter was employed running a hoisting machine on the Erie canal, and for the season of 1897 was back on the Ganzee again.

Mr. Smith's grandfather, George Crooker, for a number of years ran the "Red Jacket," "Browns" and old "Kinney" hotels, in Buffalo and also with his brother, Erastus, built the old side-wheel steamer Garden City, which was lost. Mr. Smith is a member of the Buffalo Harbor Tug Pilots Association. He resides with his mother at No. 196 Vermont street, Buffalo, New York.

GEORGE HAIG, the subject of this sketch, was born September 23, 1860, in Cleveland, Ohio, where he was educated and lived until ten years of age. From this city the family moved to Monroe township, Ashtabula Co., Ohio, and there the parents reside.

In 1881 Mr. Haigh began his marine life, having spent all time previous at home. Five years later, in 1886, he came to Buffalo. His first occupation on board ship was as oiler on the New York, and he remained in that capacity for three years, then serving for the same length of time as her second engineer. He next went into the Tioga as second engineer, there remaining four years, transferring thence to the Portage, upon which he remained eight

years, including the season of 1898. Mr. Haig has never been shipwrecked, but was on the Tioga at the time of the fatal explosion of naphtha at Chicago. He was in his room at the time, was thrown into the river, and was picked up by the bridge tender; for several days he was unconscious from the shock. He sustained serious injuries from which he has never fully recovered, being injured from the shock, also suffering from paralysis of the left limb and side, not regaining its use for three months.

Mr. Haig was married December 31, 1886, to Miss Georgia Wills, and they have one child, Ethel M., now (1898) eight years of age, who is attending school.

Thomas Haig, father of our subject, was born in Scotland, whence he came to America in his youth. He spent thirty-eight years in active service on the lakes, and now lives in Monroe, Ashtabula Co., Ohio. Andrew G. Haig, a brother, is chief engineer of the Corsica. Adam Haig, an uncle, has been chief engineer on the lakes for forty years.

FREDERICK W. ROBINSON was born in Picton, Ontario, December 3, 1872. His mother was formerly Miss Isabella Buchanan, and his father was William F. Robinson, who was drowned while on the tug Washburn, in 1892, when it was sunk in the Detroit river by the steamer City of Mackinaw. Mr. Robinson was engineer of the St. Paul, and was going ashore on the tug at the time. Frederick's uncle, T. W. Robinson, was also drowned. He was engineer of the Unique in 1895, and the bursting of her boiler threw him into the water with such force that he could do nothing to save himself, and thereby lost his life. Two girls were also born to this family, Edith and Lottie, the former of whom died in 1892.

Frederick W. Robinson removed to Detroit with his parents in 1878, and in 1890 he went on the lakes as fireman on the steamer T. S. Christie. In 1891 he became oiler on the steamer German, and in 1892 he oiled on the Majestic. During the season of 1893 he was oiler on the Fayette Brown, and in 1894 he was second engineer

on the same vessel, remaining until 1896, during which time he did not sail, being laid by with rheumatism throughout the entire season, but in 1897 again took up his duties as second engineer on the steamer Fayette Brown, on which he was serving previous to his illness. During the season of 1898 he was chief engineer of the steamer T. S. Christie.

On November 12, 1896, Mr. Robinson was married to Miss Jennie Smith, daughter of William Smith, a farmer.

ELMER E. HAND, for the season of 1896 engineer of the Erastus Day, was born at Sandusky, Ohio, January 25, 1861, a son of James M. and P. M. Hand, the former of whom was born in New York State in 1822, and the latter in Ohio in 1831. James M. Hand was a seafaring man all his life, and while he was master of the schooner C. C. Griswold she was lost on Lake Superior, November 27, 1872, with all hands.

The subject of this sketch began his seafaring life about the year 1880 as a tug engineer, and has continued in that capacity until the present time. For the season of 1896 he was engineer of the tug Erastus Day, and his experience in marine service has been that of the usual tug engineer. Mr. Hand married Marie A. Connor, of Buffalo, and they reside at Conneaut, Ohio.

F. P. GORDON. The name of F. P. Gordon is one of prominence in marine circles, as is also the name of his father, John Gordon. Early in life, as may be seen by this sketch, F. P. Gordon turned his attention to marine and transportation affairs; and his life, thus far, has been spent in that line of work.

Mr. Gordon was born at Detroit, November 5, 1866, and in that city he lived until his sixth year. His father then moved to Duluth, taking the family and remaining eight years. The following thirteen years were spent in Chicago. At that place he entered the employ of the Anchor line, in his twentieth year, and remained two years as clerk. Following this time he spent three years as purchasing agent for the

Goodrich Transportation Company. Upon leaving the Goodrich Transportation Company he entered the bank of Meadowcroft Bros., in Chicago, and remained until the death of Robert Meadowcroft. He then came to Buffalo, and accepted the position as assistant manager with the Northern Steamship Company. In this place he remained until September, 1895, spending much time in Cleveland during the building of the North Land and the North West, over which he had charge. In August, 1895, he resigned from the Northern Steamship Company, and in the spring of 1896 opened a branch house for Johnson & Higgins. This firm is well known throughout the United States, having offices in the leading cities.

On December 3, 1890, our subject was married to Miss Grace Meadowcroft, daughter of Robert Meadowcroft, of Chicago. Mr. and Mrs. Gordon have one daughter, Miss Catherine. The family reside at No. 1109 Delaware avenue, Buffalo, New York.

CHARLES W. DRAPER, JR., was born at Detroit, November 3, 1873. His father, Charles W. Draper, has followed the lakes for thirty-five or forty years.

Our subject, after having learned the machinist's trade, went on the lakes as fireman on the tug James W. Bennett, of Saginaw, on which he remained two seasons. The Bennett was commanded by Captain John Hunt who was killed a few years later in the collision between the steamers Albany and Philadelphia. The first season Mr. Draper towed rafts between Ashland and Cranberry river, a distance of about sixty miles. In the fall of 1889, the owners having decided to rebuild the tug, she was sent to Detroit, arriving from Duluth on December 17, 1889. Mr. Draper remained on the tug all winter and left for Duluth on April 27, 1890, arriving at Detour on the 29th. The tug laid up there two days, and started up the river on the morning of the second of May. It broke ice all the way, and arrived at the "Soo" that night, being the first boat through that season. It was followed the next morning by the Livingston and Emily P. Weed. In the order named, the tugs

left for the Cranberry river during the latter part of the month, and made their way through slush ice until within a few miles of the river when the Bennett struck an iceberg and laid there all night; she was then pulled off in the morning by the tug Goodman, of Duluth. In the middle of June the crew of the Bennett, having gone into Duluth harbor for shelter, saw a barge in tow of a tug laboring in the seas a few miles off. A huge sea struck the barge amidship and broke her in two. The tug Bennett did all in her power to rescue the crew but succeeding in saving only one out of seven, reaching the harbor an hour later. In the fall the boat, which was considered the most powerful on Lake Superior at the time, was laid up, and Mr. Draper came home to Detroit.

The following season he shipped on the steambarge Henry Houghton, remaining on her about two months. He completed the season on the tug Washburn.

During the season of 1892 he shipped as fireman on the tug Henry W. Johnson, which was fitted out as a wrecking tug and was commanded by Capt. David Shepard, who was drowned that season on the steambarge Nashua, sunk in Lake Huron with all hands on board, including Mrs. Captain Shepard and Mrs. Captain Millen. The same season Mr. Draper helped to raise the steamer Progress, which was sunk in thirty-five feet of water in a collision with the steamer Briton. They also raised the steamer Ogemaw, that had been sunk in Green Bay a few miles off Burnt Bluff. While stopping at St. Ignace in June of the same season, they witnessed the burning of the steamer Remora. The crew having been discharged, there was no one on the boat except the captain and watchman. The latter, who was an intimate friend of Mr. Draper's, was scarred and disfigured for life.

In 1893 Mr. Draper received his first issue of marine engineer's license, and shipped on the steamyacht Wanda, owned and sailed by Capt. A. G. Phillips, of Detroit, remaining on her that season. In the fall of that year they barely escaped being burned to the water's edge; they had been on a fishing excursion, and had tied up to the bank of

the Johnson channel of the St. Clair river. When it became dark Mr. Draper lit a small lantern and hung it up in the engine room. About 7:30 in the evening all were seated playing cards, when the captain chanced to go on deck, and saw the forward end of the yacht in a blaze. The small lamp had exploded. The captain jumped into the engine room, seized the burning lamp in his hands and threw it overboard. Meanwhile, Mr. Draper had connected the fire hose to the plug and started the pump, soon extinguishing the fire. That being the last trip, the yacht was laid up, ending the most pleasant years of Mr. Draper's experience on the lakes. In 1894 he shipped on the steamyacht *Contaluta*, owned by Mr. D. W. Smith, of the firm of Huyett & Smith, of Detroit, which he left and returned as second engineer of the tug *Henry W. Johnson*, which went to Lake Erie to raise the steamer *Wocoken*, sunk off Long Point in fifty feet of water. Eleven lives were lost out of a crew of seventeen, the remaining men being picked up by the fishermen from Clear Creek the next morning. The diver's examination disclosed the fact that the hull was in a very poor condition and not worth raising. It was then decided to take out all the machinery and coal. They raised the boilers and engine, and six hundred tons of coal, and came to Detroit, where the boat laid up. Mr. Draper then went on the steamyacht *Countess*, and took her from Detroit to Buffalo. That fall he secured a position on shore, and has remained there ever since.

In April, 1896, Captain Draper was married to Miss Alice Pickell, of Detroit. They have one child, Oneita, and live at No. 14 St. Clair Place, Detroit.

HENRY CASEY is one of the family of nine children of William and Katharine (Kelly) Casey, natives of Ireland, who emigrated to this country in the early 'sixties, and settled at Brockville, Ontario, later removing to Burlington, Vermont.

Henry Casey was born at Brockville, July 12, 1866. He attended school there and also later on at Burlington, continuing at school until 1879, when he began work at steamboating with the Anchor line. In

this service he has been continuously since, and the fact that he has been retained so long speaks as well for his steadiness as for his efficiency. His first berth was as watchman for the seasons of 1879-80 on the *Delaware*, following with two seasons each on the *Clarion* and *Juniata* and one on the *Wissahickon*, in the same capacity. In 1886 he was promoted to second mate's berth, and served in that capacity on the *Conestoga* for three seasons, and on the *Cordus* one season, in the following season, 1890, becoming mate of her. He was next mate of the *Juniata* for two seasons, and then went into the *Conestoga* again, under Captain Cronkhait, having remained on this boat ever since, including the season of 1897. Mr. Casey has had the usual experience of steamboatmen. He is a member of Local Harbor No. 41, American Association of Masters and Pilots. He makes his home in Buffalo, N. Y., and is unmarried.

ENGINEER WILLIAM FETTING is one of the most prominent marine engineers on the lakes, and has rapidly attained a position in the front rank of his profession. Although a young man he is chief of one of the larger class of lake steamers, with a variety of complicated machinery. He was born in Marine City, Mich., on May 27, 1868, and is the son of August and Augusta (Rouvel) Fetting, both of whom were born near Berlin, Germany. The father came to the United States when he was thirty-two years of age, and the mother, who was much younger (seven years old), coming over with her parents, both locating in Detroit. After marriage they settled on a farm near Marine City, and some years later removed to Adair, Mich. It was there that William attended school until he was fourteen years of age, when he again went to Marine City, and had the advantage of the schools there three winters, working in the brickyard for Capt. John Mitchell during the summer.

It was in 1884 that he began his marine life, sailing with Capt. John Mitchell on the steamers *John C. Pringle* and *William H. Gratwick* three seasons, serving in various capacities. In the spring of 1887 he shipped on the *William H. Gratwick* No. 1 as

watchman, and during 1888 he was lookout, and then fireman for six months, on the steamer R. L. Freyer. This was followed by two seasons, 1889-90, as oiler on the new steamer John Mitchell. In the spring of 1891 he was appointed second engineer on the steamer Lansing. He then passed three seasons on the steamer Robert L. Freyer, on which he had previously served as lookout, the first as second engineer, and the last two as chief, and during the winters of 1892-93 he attended the Spencerian Business College, at Cleveland, Ohio, realizing that a deeper knowledge of business methods would prove beneficial to him. In 1895 Mr. Fetting transferred to the steamer William F. Sauber, and the following spring was appointed chief engineer of the large steel steamer John J. McWilliams, at Buffalo, retaining that office till the close of navigation, November 27, 1898. It is notable that during his entire marine life, with the exception of the season he was on the Lansing, he has been in the employ of Capt. John Mitchell, his machinery always giving the best results.

On March 25, 1896, Mr. Fetting was wedded to Miss Annie, daughter of Fred Hoffman, of Cash, Mich. The family homestead is situated in Cash, Sanilac Co., Michigan.

Socially, our subject is a Master Mason, of Custer Lodge No. 393, at Sanilac Center, Mich.; a member of the Marine City Arbiters, and the Marine Engineers Beneficial Association No. 54, of Marine City, Michigan.

FABIAN B. CODY is a devoted follower of marine life, and is a young man whose future seems one of success in his chosen occupation. He was born March 14, 1866, at Sombra, Ont., at that place spending the first eighteen years of his life, attending there the public schools, and later a business college of Detroit. Soon afterward he shipped on the schooner T. S. Fosset, where he remained two years as seaman. The season and a half following were spent on the C. J. Kershaw as wheelsman, after which he served in the same capacity on the R. P. Fitzgerald one season. After a short time spent on the Philip D. Armour he came on

the Helen, and spent two years on her as second mate. The following four seasons were spent on the Veronica as mate, after which he joined the Aurora, in the same capacity, and has remained through the seasons of 1895 and 1896, then shipped as master of the schooner Aurania, for the seasons of 1897 and 1898.

On January 7, 1891, Mr. Cody was married to Miss Phœbe Vannest, of Crosswell, Mich. Their son Blaine was born December 18, 1892.

Patrick Cody, father of our subject, was a native of Prince Edward Island. He was employed the greater part of his life as a shoemaker, and died in 1891, having survived his wife, Margaret (Coffee) Cody, who died in 1887.

JOHN JAMES LEAVY was born at Buffalo July 12, 1868, a son of Patrick and Mary Leavy, the former of whom was a cartman by occupation, and died in Buffalo several years ago. Our subject has only one brother, William Leavy, who was fireman on the steamer Arabia during the season of 1896.

Mr. Leavy attended Public School No. 3, in Buffalo, but because of the death of his parents in his early life he was compelled to forego the advantages of a good education, and commenced the work of his life at a very tender age. He began first by feeding the press of the *Evening Telegram*, at which occupation he remained two years. After a couple of months at the same work on the *News*, he acted as bell-boy at the "United States Hotel," Buffalo. His first employment in connection with Buffalo harbor was on the canal steamer Clock, he acting as assistant engineer for a trip which lasted a month. He then shipped as porter on the steamer Robert Mills for a month, and at the expiration of that time went as deckhand on the ferry steamer Niagara, subsequently acting as fireman and succeeding that employment as fireman of the Mascot, an excursion steamer belonging to the International Ferry Company, on which he remained four years all told. His next berth was that of fireman of the tug Alpha for a month, shipping after that as engineer

of the fish tug Helen Lewis for three months, which constituted his first experience as marine engineer.

Mr. Leavy's next service was as engineer of the Dispatch, a supply boat for Messrs. Howard Baker & Co., ship chandlers on the Terrace, Buffalo, and he followed that with a term as engineer of the tug James C. Fullerton. In each of the two last mentioned berths he remained six months. He was then engineer of the small canalboat Star for a month, after which he entered the employ of the Maytham Tug line as engineer of the tug John C. Ingraham, and continued with the line about nine months altogether. The next berth he filled was that of engineer of the Ismalia, a supply boat for the Buffalo Ship Chandlery, and for the season of 1896 he was engineer of the tug A. I. Holloway, owned by Fox & Holloway, in the sand trade from Port Abner, Canada, to Buffalo. For season of 1897-98 he was engineer for second time of the Ismalia.

Mr. Leavy was married September 28, 1895, to Miss Barbara Hullmer, and they have two children: William and Nettie. The family reside at No. 208 Trenton avenue, Buffalo, N. Y. Mr. Leavy is a member of the Buffalo Harbor Tug Pilots Association.

CAPTAIN WILLIAM MCKAY. A half century on the Great Lakes, with a score of thrilling experiences by both fire and water, with the saving of many lives to his credit—such is the record of Capt. William McKay, who retired two years ago from active service.

Captain McKay, as his name clearly indicates, is a Scotchman, having been born in the village of Golspie. When quite young his parents came across the ocean and settled in Ekford township, county of Elgin, Canada West (now Ontario), where he passed his boyhood employed at farm work. His first work for himself was in Heddin's steam sawmill at Morpeth, where he shortly arrived at the dignity of head sawyer. One Sunday, while standing on the beach of Lake Erie at Riddle's Landing, he fell in with the captain of the schooner Caledonia,

of Kingston, bound for Quebec with a load of staves. He was fortunate enough to hit the captain's fancy, and striking a satisfactory bargain embarked on the schooner and began his first voyage. Next year he sailed on the schooner Madison, of Cleveland, and before the season closed was acting mate. In the following year the owner of the Madison offered him a captain's berth; but having made up his mind that steamboating was more to his taste than sailing, he shipped on the steamer Nile, running between Buffalo and Chicago.

His next employment was in the capacity of wheelsman on the Atlantic, under Captain Clement, and the following season was second mate of the Canada, Captain Willoughby. Later the Canada was sent to Lake Michigan, her crew transferred to the Sam Ward, with McKay as first mate, thus beginning the Detroit and Cleveland passenger line, which carried one passenger down and two coming back on the first trip. From the Ward he went as second mate on the Caspian, plying between Cleveland and Buffalo. When the Caspian was wrecked, he was made mate of the side-wheel steamer Cleveland, as will be again mentioned farther on. Next he became mate of the Western World, then master of the Arctic on Lake Michigan, and from there went to the steamer City of Buffalo.

Captain McKay entered the employ of the Detroit and Cleveland Steam Navigation Company in 1857, leaving the city of Buffalo to become mate of the steamer Ocean, Captain Evans. From 1862 to 1864 he was master of the May Queen, and upon the death of Captain Evans was placed in command of the old City of Cleveland, where he remained until 1867, at that time going to the N. R. Rice. He sailed the Rice for ten years, or until she was burned at the Star Line dock in June, 1877, and in the following year was placed in command of a fine new steamer, the City of Detroit. On this boat he remained until 1883 when he retired from the service of the Cleveland line.

In 1884 the Star line, in which Captain McKay owned stock, found itself with one more boat than could be used profitably on the river route, and after considerable dis-



W^m McKay

cussion it was decided to put the Evening Star on the Toledo river route. Captain McKay was asked to command the boat, and accepted, although his route had been abandoned by several boats that failed to make it pay. The Evening Star was started out of Toledo in the morning, returning in the evening, and as at the close of the first season it was seen that the traffic could be made profitable, the Star line has kept a steamer on that route ever since. After the Evening Star was abandoned, Captain McKay sailed the Idlewild over the same route, and when the Greyhound was purchased he was placed in command of her. He sailed the Greyhound until his retirement, two years ago.

The record of the lives saved by Captain McKay during his half century of service is a large one, and began very early in his career. In 1854, while mate of the Western World, running between Detroit and Buffalo, the steamer ran down a smuggling craft near the Canadian shore opposite Buffalo. The captain of the "Smug-gler" was drowned, but Captain McKay saved the crew, consisting of one man and one boy. In 1856 the steamer Arctic caught fire on Lake Michigan, there being one hundred and fifty passengers on board who became panic-stricken. Captain McKay, who was in command at the time, jumped into the hold with the fire hose in his hand, and had the blaze extinguished before any serious damage had resulted, excepting to himself; his return being cut off, his whiskers were burned, and he sustained injuries from which he has never completely recovered.

On the night of October 7, 1864, Captain McKay was in Cleveland, on the steamer City of Cleveland, and learning that the captain and crew of the United States steamtug Winslow were in a perilous position, he determined to rescue them. Taking one of the steamer's boats and a crew of picked men, he rowed out into the storm, and through a tremendous sea, until he reached the piles to which the men were clinging. Eleven persons were saved, including Captain Ottinger of the Winslow. About a month later the brig Sultan was

lost in Lake Erie, and Captain McKay rescued the only person who escaped. For those heroic actions the citizens of Cleveland presented him with a handsome gold chronometer, suitably inscribed, which the Captain still wears.

In the wreck of the Morning Star in 1868 all that were saved owed their lives to the prompt action of Captain McKay, who took the survivors aboard the R. N. Rice. On August 6, 1874, the R. N. Rice took an excursion party from Sandwich to Put-in-Bay, and after reaching the latter place Captain McKay saw a little child fall into the lake from the steamer's side. He immediately sprung into the water, and succeeded in bringing the little one, a girl, to the surface, and she was taken aboard the boat not much the worse for the accident. The child was found to be the daughter of F. W. Whitlaw, of Windsor, and a few days afterward a large party of Windsor citizens boarded the Rice and presented Captain McKay with a gold-headed cane.

The schooner Cecelia Jeffery went down to her anchors off Cleveland about eleven o'clock on the night of November 17, 1874, and the crew took to the rigging, whence they were rescued by Captain McKay and his men after the custom-house officers had made an unsuccessful attempt to reach them. It was in the wreck of the Caspian off Cleveland that he saved the Misses Snow, of Pittsburg, and Miss McGregor, of Toronto, from drowning; and while sailing this same boat he rescued a lady and child who had fallen into Buffalo creek. He also saved a man and a boy in Detroit a few years ago, and, all told, he has saved some seventy-three lives.

During the wreck of the Caspian he made the acquaintance of Captain Stanard, who wished our subject to go as mate with him on the Cleveland (then the Western World), and on that vessel Captain Stanard died in Captain McKay's arms. When the Western World commenced running there were no express messengers on the lake vessels, and the mates received twenty dollars per month extra for looking after the express business. While on the steamers Ocean and May Queen, Captain McKay passed safely

through the crooked channel of the Maumee river, where it was deemed impossible for a large vessel to pass. David Carter was clerk on the Ocean at the time. It is, therefore, no wonder that one who has known the Captain for many years should say of him: "He is a man of wonderful nerve, few words and great deliberation."

Few men of his profession have earned so enviable a record, and his declining years are made pleasant with the recollection of duty faithfully performed, and with the respect and esteem of the thousands of people who have journeyed on the vessels under his command.

PETER A. WILSON is the son of James and Jessie (Lithgo) Wilson, and the youngest son in a family of eight children, seven sons and one daughter. The parents were both born in Scotland.

Mr. Wilson was born January 29, 1866, in Welland county, Canada, in which section he obtained his schooling. When about twelve years of age he removed with his parents to Armstrong county, Penn., where he began his first practical work in a flourmill in that vicinity, being so occupied for about a year. In 1881, at the early age of fifteen, he commenced to learn the machinist's trade at the Dubois Iron Works, in Clearfield county, Penn., where he served the necessary apprenticeship of three years, and worked as a journeyman for two years, when he went to Erie, Penn., where he worked in some of the leading shops until the spring of 1893, when he took to steamboating. He shipped as oiler on the Schuylkill, belonging to the Anchor line, which position he held part of that season, and then went on the Philadelphia, being on her when she was wrecked off Point aux Barques, November 7, 1893, after which he entered the Anchor line machine shops, remaining until the spring of 1894, when he went as oiler on the Codorus, and on the 17th of September was promoted to the position of second engineer, which berth he held for some time, including the season of 1897.

In 1890, Mr. Wilson was married to Miss Sarah Goodill, of Erie, Penn., and

they have one son. Socially, he is an Odd Fellow, being a member of Philallelia Lodge No. 299, of Erie, and is also a member of the Woodmen of the World. The family reside at No. 223 Peach street, Erie, Pennsylvania.

W. A. ESSON, manager of the Toronto Ferry Company, is a gentleman whose innate energy has ever made his services in active demand, and whose courteousness has gained for him many friends. He was born, in 1868, in Aboyne, fourteen miles from Balmoral, the Queen of England's Scottish home. Aboyne is on the River Dee, thirty miles west of Aberdeen. Mr. Esson's father is the Rev. Prof. Alexander Esson, head master of the parish school at Birse, in Scotland, and during the year 1899 celebrated his jubilee, having been at Birse fifty years.

Manager W. A. Esson was thoroughly educated in the schools of his birthplace, went through the grammar schools in Aberdeen, and then graduated from Aberdeen University, after a five-years' course, from 1884-1888, in the latter institution. During his school career Mr. Esson also took a prominent part in athletics, and played for Aberdeenshire Rugby foot-ball team, at the time champions of the North of Scotland. Private Stewart, of the Forty-eighth Regiment of Highlanders, at Toronto, champion of the world in the Military Athletic Tournament held in Great Britain, in June, 1897, Jubilee year, is a schoolmate of Manager Esson, and at that time both men were continually vying with each other in feats of strength.

Having finished his education Mr. Esson came to Canada, in the summer of 1888, and went into the engineering department of the Canadian Pacific railway, under civil engineer W. T. Jennings, a most clever man in the profession. First Mr. Esson was out on the Don branch of the C. P. R., then on the construction of the Detroit extension, between London and Windsor. Afterward he had charge of the Esplanade work in Toronto for the C. P. R., under W. T. Jennings and H. W. D. Armstrong. This work was about completed at the beginning

of May, 1890, when Mr. Esson received a favorable offer to become manager of the Toronto Ferry Company. Accordingly he resigned from the C. P. R., and has been manager of the Toronto Ferry Company ever since.

Mr. Esson is a nephew of the late John Esson, one of Toronto's well-known contractors. One of Mr. John Esson's works was the building of the old Union Station at Toronto.

Manager W. A. Esson is also a nephew, on his mother's side, of Prof. William Barrick, LL. D., late of Kelvinside Academy, Glasgow, Scotland. Professor Barrick used to be rector of the celebrated school at Dollar, and received his degree of LL. D. for his valuable work in the compilation of Greek history and lexicons of the same language, his books having become the standards in various schools in several parts of the world.

That Manager W. A. Esson has done good work for the Toronto Ferry Company, there can be no doubt, for ever since his inception the business has been run in a methodical way. The public learned that they could depend on a regular service to Toronto Island, no matter what sort of weather prevailed, and the result is that the popularity of Hanlan's Point as a summer resort has greatly increased. Since Mr. Esson's advent the Point has undergone remarkable changes for the better, one of the greatest improvements being the construction of the magnificent bicycle race-track, and baseball and lacrosse oval. The quarter-mile track is noted all over the continent, and has been the scene of some of the fastest racing ever done. Another special improvement is the enlarging and refitting, in modern style, of the "Hotel Hanlan," as well as the exquisite beautifying of the gardens and grounds around it. M. A. and Fred Thomas, father and son, and managers of the hotel, are two of the best known hotel men in Canada. Many Americans spend their summers at the "Hotel Hanlan," because they find it situated on one of the most delightful spots on earth.

Personally, W. A. Esson is a well-liked man, by both the public and his employers,

and callers at his neat little office at the Point are numerous. During the season Mr. Esson lives at the "Hotel Hanlan," so that he can be right at the center of activity, where the steamers Primrose, Mayflower, Thistle, Shamrock, Kathleen, Island Queen, Mascotte, J. S. L. MacEdwards, Luella, John Hanlan and Truant land the multitude of pleasure seekers. Mr. Esson is still a single man.

CAPTAIN JOSEPH M. GREEN, son of Joseph C., and Martha (Swallow) Green, the former a native of the State of New Hampshire, and the latter of New York, was born at Buffalo, N. Y., February 26, 1871. After attending the public schools of that place, he started tugging in 1886, decking and firing on the tug H. R. Hibbard, subsequently going on the tug Albany and others. In 1890, four years after beginning, as enumerated above, he was placed in charge of the yacht Eddy, which he ran that season, and next two seasons was in the yacht Baby, in a like capacity. During the season of 1893 he was captain of the tugs Comet and Leo Lennox. In 1894 he was master of the tug John Howell, in 1895 of the tug Trenton, and of the tug Annie M. Pierce for the season of 1896; the tug Trenton for the season of 1897, and the tug T. M. Moore season of 1898.

Captain Green is a member of the Buffalo Harbor Tug Pilots Association, and is financial secretary of the same; also a member of the American Association of Masters and Pilots. He resides at No. 863 Prospect avenue, Buffalo, New York.

WILLIAM WESTBROOK, chief engineer of the J. H. Pauly, and a resident of Detroit, was born on February 10, 1861, in Marine City, Mich., a son of James Westbrook, who was captain on the lakes for a number of years, and died in 1867. Our subject began his marine life at the early age of seven years, and since that time has been closely connected with that industry. Having previously been upon his father's boats, he obtained the position of fireman on the Thomas Coleman, when in his eleventh year, and in that capacity was on several

tugs—the Mystic, R. N. Masters, Brockway and Erie Bell—after which he served as second engineer in the City of Dresden and C. N. Pratt.

In the following season, Mr. Westbrook was given the position of chief engineer on the International, where he remained for three years, and then served in the same capacity on the W. J. Averill, Spinner, Ira Chaffee, John E. Hall, Ballentine, Preston and Desmond. At one time he owned an interest in the steambarge Oswegatchie, which was foundered in Saginaw bay, after he had disposed of his interest, losing all on board. He also owned the H. C. Potter. For several months he was engineer on the tug Onaping, and later on the St. Leland; but since 1896 he has been chief on the J. H. Pauly. He also owned and was master of the schooner John Breden for three years.

In 1882 Mr. Westbrook was married to Miss Abbie Appleman, of St. Clair, Mich., and they now have a pleasant home at No. 12 Locust street, Detroit. Fraternally, he is a member of the Knights of Pythias and of the Marine Engineers Beneficial Association.

NATHAN ELMER ALLEN, who is a young engineer of unusual excellence, as may be judged from the fact that he has attained to the responsible position of chief of the fine steel steamer L. C. Waldo, by force of his own merit, is a son of Samuel S. and Nora (Britton) Allen, and was born in Jefferson county, Wis., on March 9, 1866. His father, who was born in England, came to the United States about the year 1856, locating in Jefferson county, Wis., later removing to Idaho, where he died. The mother is now living in Dodge Center, Minn., with a family of two sons.

Nathan E. Allen acquired his public-school education in Lake Mills, Wis., attending until he was fourteen years of age, after which he worked two years at the barber's trade. In the spring of 1882 he went to Milwaukee and shipped as fireman in the lake barge Hilton, operating between Milwaukee and Manistee. The next season he fired the tug Annie L. Smith. In 1884

he shipped as fireman in the steamer Idea, and in 1885 he fired various steamers; and, taking out engineer's papers the next spring, he was appointed second engineer. In 1886 he was made second in the steamer Huron City with Capt. James Bennet. His next berth was on the steamer Marshall F. Butters as second, remaining with her until July, 1890. Mr. Allen was then appointed second engineer of the passenger steamer Flint & Pere Marquette No. 4, retaining that office two years. In the spring of 1893 he entered the employ of the Roby Transit Company, as assistant engineer of the steamer George W. Roby, Capt. John W. Duddleson being in command. After three years Mr. Allen was transferred to the steamer L. C. Waldo as second, and, after serving in that capacity two seasons, he was promoted in the spring of 1898 to be chief engineer. He has always had a good success with the machinery under his charge, and is deserving of the confidence and esteem in which he is held by the officers and the captain with whom he sails.

Socially Mr. Allen is a Master Mason, member of Covenant Lodge, Chicago, and is a member of the Marine Engineers Beneficial Association. He makes his home in Chicago.

HENRY JOHNSON is a native of Canada, born in the County of Bruce, November 17, 1869, the seventh child in the family of nine born to Simon and Agnes (Fletcher) Johnson. He was educated in the schools of his native county, and remained upon his father's farm until about twelve years of age, when he secured employment railroading on the lumber train of Wright & Ketcham, and afterward worked in Michigan timber lands, lumbering; this employment covered, all told, a period of five years.

In 1888 he yielded to his desire for a seafaring life, shipping as fireman on the A. A. Turner, running between Bay City and Tonawanda, for one season, and the following one served in the H. H. Pickands in a like capacity. In 1890, and until July, 1891, he was oiling on the E. C. Pope, owned by Show & Eddy, finishing the

latter season on the North Wind. He received his first issue of license in 1892, and was sent as second engineer on the Northern Light for that and the succeeding season. The second season after the North West was brought out, he was appointed her first assistant engineer, and remained in her that season until she was laid up, finishing same as second of the Pueblo. His next berth was that of first assistant engineer on the Chemung, one of the Erie railroad's fine twin steamers, which he has filled for the seasons of 1896-97-98 to the entire satisfaction of his superiors. Mr. Johnson is a member of Local Harbor No. 1, M. E. B. A. He was granted a chief's license in winter of 1898, and had his sixth issue.

Mr. Johnson was married to Miss Nellie Carney, of Buffalo, in January, 1896, and they reside at No. 23 Hoffman place, Buffalo, N. Y. He has been one of the most successful of the younger engineers of the Great Lakes.

CAPTAIN PETER KILTY. Among the able and enterprising men who are now engaged in navigating our great inland seas, the subject of this sketch holds a leading place, his ability and skill being so well known and appreciated that he has never been obliged to apply for a situation. While he is younger than many of our lake captains he has probably seen as long service as any, for he began as a boy of eleven to run a fishing boat of his own, and has always held responsible positions.

The Kilty family is of Irish origin, and Patrick Kilty, the father of Capt. Peter Kilty, was born in Dublin, Ireland, coming to America in 1837. He has been a sailor and fisherman throughout his life, and for many years he was employed in schooners on the lakes; while during the government survey of the lakes he had charge of the boats of the expedition. He is now living at Onekama, Michigan.

Capt. Peter Kilty was born in 1860, at St. James, Mich., where he remained until he reached the age of twenty years, his education being obtained in the local schools. Although the opportunities afforded

were not of the best, he made good use of his time, and his subsequent reading and observation have made him a well-informed man. As has been intimated, his business ability became apparent at an early age, the fishing interests at his native place offering him an excellent chance to make a profit, while gaining practical knowledge of navigation. While still a boy he found occasional employment on schooners plying near home, and in all he had had about thirteen years of experience when he took the post of captain of a fishing tug at Lake Onekama for the season of 1889. Later he shipped as mate of the passenger boat Adrian, running between Manistee and Onekama, and he remained with this vessel three years, serving during a portion of the time as acting captain. He next took charge of the passenger steamer John D. Doore for one season, and then spent six seasons as mate on the Petoskey, plying between Chicago and Petoskey. On February 12, 1896, he became captain of the Ann Arbor No. 1, the first government ferry to run across the lakes, and under his able management the boat met with marked success, as might have been anticipated by his previous record. On May 20, 1898, he accepted the position of master of the car ferry steamer Pere Marquette, the largest car ferry in the world, and owned by the Flint & Pere Marquette Railway Company.

The Captain is popular socially, and belongs to a number of marine associations, as well as to the order of Foresters, at Frankfort. He was married in 1882 to Miss Mary Elizabeth Nackerman, of Marquette, Mich., and his pleasant home at Ludington, Mich., is brightened by three children: Alfred John, Claude P. and Mary Elizabeth.

CAPTAIN GEORGE W. SMITH did not begin his lakelifing career very early in life, but by devotion to the duties incumbent upon him soon attained to the rank of master. He is a son of John and Elizabeth (Forbes) Smith, and was born March 12, 1865, in Madiwasco, Ont. After the mother's death, in 1866, the father moved his family of four children to Adams Center

(ten miles from Watertown), N. Y., where George W. grew up and attended school until he was fourteen years of age. He then went to Carthage, N. Y., entering the employ of L. H. Mills to learn the miller's trade, serving an apprenticeship of three years. At the end of that period he went to Odessa, Ont., near Kingston, and ran a gristmill. His next move was to Bishop Street, Jefferson Co., N. Y., where he spent about four years on a farm. In 1888 he engaged in drilling artesian wells, and after a few months' experience took charge of the machinery and ran it successfully.

In 1889 our subject shipped as wheelman, with Capt. E. A. White, on the steamer *Missoula*. The next season he transferred to the steamer *Spokane*, where he remained until August, when he was made mate of the Monitor barge 103, with Captain Baxter. During a severe fall gale on Lake Superior the barge broke away from her steamer, and was adrift eight hours, being reported as foundered and all hands lost. Such was not the case, however. She let go her anchor with ninety fathoms of chain, and fetched up in fifteen fathoms of water above Vermilion Point. The lifesaving crew at Crisp's station were active and courageous in rendering assistance, and Captain Smith speaks of them as being the finest men he ever saw in that service. In the spring of 1891 Captain Smith was appointed mate of the Monitor 117, with Captain Holdridge, transferring to the Monitor 111 the next season as mate, holding that position until June, 1893, when he was promoted to master, sailing her until the close of the season of 1895. The following spring he shipped as wheelman on the steamer *V. H. Ketcham*, remaining until June, when he was made mate of the schooner *Wadena*. In the spring of 1897 Captain Smith was again appointed master of the Monitor barge 111, and the next season was transferred to the Monitor 202 as master, holding this office till his death, he dying of appendicitis November 5, 1898, at Ashland, Ohio.

On March 28, 1888, Captain Smith was wedded to Miss Lillian, daughter of Albert and Jane (Stores) Damon, of Henderson,

N. Y. The children born to this union are Gordon Albert and Glen J. The family homestead is in Henderson, New York.

Grandfather Damon served with honor in the war of the Rebellion four years, participating with the Army of the Potomac in the hotly contested battles of Bull Run, Fredericksburg, Gettysburg, the Wilderness, Petersburg and Richmond, and others of less note.

CAPTAIN HENRY E. DITZEL is one of the best known tug men on Lakes Huron and Superior—a thorough officer and gentleman, well read on current events and companionable in his intercourse with man. He was born in Buffalo, N. Y., November 19, 1863, a son of Ernest H. and Christine (Shepherd) Ditzel. The father, who was a lake captain, engineer and vessel owner, was born in Saxony, Germany, and came to the United States with his mother when he was six years of age, locating in Buffalo. The grandfather, Samuel Ditzel, died on the way from Saxony to the seaboard. The maternal grandfather, Jacob Shepherd, was a native of Hesse-Darmstadt, Germany, and the great-grandfather was engaged in the manufacture of nails on an extensive scale in that Province, and was also a notable soldier in Napoleon's Russian campaign.

Ernest H. Ditzel, our subject's father, began his life on the lakes by sailing out of Buffalo, and the first passenger steamer he owned and commanded was the *Hattie Brown*, plying on Lake Ontario and the Niagara river in 1869. He finally took her to Bay City, Mich., and established a passenger route to Banks, and two years later the family joined him. He then built the steamer *J. G. Hubbard* at Bay City, and operated both boats, the latter from Essexville to Bay City. In the spring of 1881 he sold both steamers and built a larger and finer boat in Buffalo, which he named *Cora K. D.*, in honor of one of his daughters. He took her to Saginaw and put her on the route between Bay City and Banks, later adding the tug *Harley*, and, assisted by his son Henry, operated both up to the time of his death, which occurred in 1885. His remains were taken to Buffalo for interment.

The mother is still living in Bay City. They had a family of six children: Anna M., now the wife of A. C. Fisher, a lumber dealer of Bay City; James W., a marine engineer on the tug M. D. Carrington; John G., who was drowned in Saginaw river, in 1875, when but six years of age; Cora K. D. and Arthur D., both graduates of the Bay City high school.

Capt. Henry E. Ditzel attended the public schools until 1871, when he went to Bay City to join his father, afterward attending school at that place winters, and also secured two courses at the Bay City Business College. It was in 1871 therefore that he first adopted his lakefaring life, as wheelsman in his father's steamer Hattie Brown, but had sailed with him during vacations previous to this, however, for when he was thirteen years old he could sail small steamers quite well, his father carrying the license and running the engines. His next experience was in the steamer J. G. Hubbard, of which he was wheelsman until 1880, when he was granted pilot's license and took command of her, sailing her until she was sold. His father then gave him the tug Harley to sail in the vessel-towing business on Saginaw river and bay until April, 1888, when she was sold to Alvin Neil, the Cora K. D. having also been disposed of in the meantime to Gillenham Bro. He was then appointed master of the tug Witch of the West by Captain Sharp.

Captain Ditzel then went to Buffalo and built a tug, which he named Arthur D., in honor of his youngest brother, and sailed her until she was sold in 1890. He sailed the lake tug Waldo Avery for the Michigan Log Towing Company, between Spanish river and Bay City in 1891, closing the season on the tug J. V. O'Brien as master. The next year he took command of Capt. James Davidson's tug Perfection, which was sold to Capt. J. S. Dunham three months later, when our subject was appointed master of the passenger steamer Lora, plying between Bay City and Alpena. In the spring of 1893 the Captain went to Duluth and entered the employ of Capt. B. B. Inman as master of the tug J. L. Williams, sailing her two seasons, and in the spring of

1895 he went to Benton Harbor and took charge of the tug Zenith, which he brought out new for the Singer Towing Company, and has sailed her up to the present time. He considers the Zenith the best tug of her size on the lakes, and with her he does a great business for the White line. Socially, the Captain is a Master Mason, and a member of the Ship Masters Association, carrying Pennant No. 475.

On July 19, 1885, Captain Ditzel wedded Miss Minnie A. Walrath, daughter of Henry and Anna J. Walrath, of Bay City, Mich. The children born to this union are: Edward James, Harley Ernest and Caspar Henry. Although the Captain makes his summer residence on Lake avenue, Duluth, the family homestead is at No. 1402 Washington street, West Bay City, Michigan.

THOMAS G. SIMMONS, mate of the City of Erie, of the Cleveland & Buffalo Transit Co., was born in Kingston, Ont., March 17, 1868, and when ten years of age was brought by his parents to Detroit.

His career on the Great Lakes began in 1883, when he went as porter on the steamer Riverside, later becoming watchman and wheelsman on the same boat, where he remained for three years. From 1886 to 1888 he was wheeling and watching on the steamers: E. K. Roberts, Atlantic, Flora, A. A. Turner, C. H. Green and Aurora; from the spring of 1889 to the summer of 1891 he was mate of the tug Swain, second mate of the C. H. Green, Iron Chief, Alcona and Florida. He then remained ashore for three years, engaging in the grocery business in Detroit, but the waters proved too alluring, and in 1894 he became mate of the tug Champion, and for part of the season of 1895 he held a similar berth on the steamer City of Green Bay, the remainder of the season being master of the tug Arthur Jones. He began the season of 1896 as second mate of the State of New York, and then became mate of the new steamer City of Buffalo, which berth he also held throughout the season of 1897, and the next year became mate of the City of Erie.

On December 24, 1889, Mr. Simmons was united in marriage with Miss Lizzie

Butwell, of Detroit, and to this union have come three children: Lyster, Hazel and Ethel.

Mr. Simmons came by his love of the lakes naturally, his father, George L. Simmons, now engineer on the Favorite, has been on the lakes for many years, and his brother, John L. Simmons, who died January 30, 1898, was chief engineer on the R. J. Hackett.

HUBERT G. HAYBARGER, a young pilot of the first class, and who possesses more than the usual ability, received a liberal education in the public schools of Girard, Penn., where he was born January 8, 1872, a son of Joseph B., and Margaret A. (Brubaker) Haybarger, and a grandson of John Haybarger, a wealthy farmer, of Mill Creek township, near Girard.

Mr. Haybarger's father died in 1874, at the age of forty-four years, leaving eight children (six of whom are still living) to the care of the mother, the oldest being twenty years of age. She proved equal to the responsible charge, and the result shows that all are prepared to take the different walks in life. Joseph B., the eldest son, is now an engineer on the Nickel Plate railroad; Levi E. is a prominent lawyer at Omaha, Neb.; Walter L. is a conductor on the Philadelphia & Erie railroad, stationed at Erie, Penn.; William and Winfield died young; Anna J. is now the wife of Mr. H. H. Seeley, an engineer on the Nickel Plate railroad, and resides at Conneaut; Mable L. is the wife of F. M. Titus, foreman in the Nickel Plate railroad shops at Conneaut; and Hubert G., the subject of this sketch. He commenced sailing as watchman in April, 1888, on the steamer Lehigh, of the Anchor Steamship line. The next season he was advanced to the berth of wheelsman, which he held four seasons, under the eyes of Capt. H. A. Sisson, a prominent lake master at that time. Captain Sisson, who died in 1893, after continuous service of a quarter of a century in the Anchor line, was always ready and desirous to help deserving young sailors to the front. And thus it was that, in 1893, Mr. Haybarger, after the death of Captain Sisson, found himself com-

petent to do the duties of second mate on the steamer Codorus. In the spring of 1894 Mr. Haybarger shipped as second mate on the steamer E. B. Hale, and the latter part of 1895 was advanced to the position of mate.

He passed the winter months as fireman on the New York, Chicago and St. Louis railroad. In the spring of 1896 he came out as mate of the steamer Kaliyuga, transferring to the Samuel Mather, and on October 15 returned to Conneaut, where he was engaged as locomotive fireman until August 7, 1897, when he shipped as mate on the steamer Gladstone with Capt. H. Peterson, which position he now holds.

Mr. Haybarger is a thirty-second-degree Free Mason of Cleveland Consistory, his Knight Templar Commandery being Cache No. 27, located in Conneaut, Ohio, where he resides.

CAPTAIN BENJAMIN F. OGDEN, whose ancestors for many generations were marine men, being masters of both ocean and lake-going vessels, is a steamboat captain of good record, and of quick comprehension in business affairs. He is an officer of fine presence, gentlemanly bearing, and a large measure of vitality.

Our subject was born on November 19, 1861, in Chicago, Ill., and is a son of Capt. James and Hannah (Baker) Ogden. The father was a sea captain hailing from Fair Haven, Conn., and traveled all navigable waters on his ships. The mother, who was born in Ireland, emigrated to Rochester, thence moving to Chicago about the year 1855. It is said that Capt. James Ogden, the father, took one of the first tugs in use in Chicago to that port from Philadelphia by way of the Welland canal. This was in 1857, and it was one of the several purchased by the government and taken to the Mississippi river at the breaking out of the war of the Rebellion. The grandfather, Nathaniel Ogden, was a noted whaler, sailing out of New Bedford, Massachusetts.

Capt. Benjamin F. Ogden's school days were passed in Chicago and Milwaukee; his parents removed to the last named city about 1873, where he finished his education,

and three years later he began his career on the lakes in the United States revenue service as cabin boy on the cutter Andrew Johnson, with Captains Davis and Barr, remaining in government employ three years, becoming ordinary seaman the last year. In the spring of 1879 he shipped before the mast in the schooner Napoleon. During the next eight years he knocked about in different vessels, becoming mate of the schooner Granger, on which he remained two seasons, and mate of the schooner John Scheutte one season. In the spring of 1888 he joined the steamer Lewis Phalow as mate, filling that office two seasons, when he was promoted to be master of the steamer, an appointment well deserved, owing to his correct habits and good business qualifications. Remaining with the same owners—the Delta Lumber Company, of Detroit,—until 1898, he was promoted to the command of their new steamer Ionia, which he laid up at the close of navigation, after a fairly profitable season in general freight and raft-towing business. During this period as an officer Captain Ogden has not been subject to any casualty, neither in the way of wreck nor of loss of life on his vessel.

On December 19, 1875, Captain Ogden was wedded to Miss Margaret, daughter of Samuel and Jessie Clouston, of Chicago. Two daughters, Grace and Lily, came to bless this union. The family homestead is in Del Ray, Detroit, Mich. Socially, the Captain is a Master Mason of Detroit Lodge No. 2, Royal Arch Mason, of Monroe Chapter No. 1, and Monroe Council No. 1.

RALPH B. KING was born in West Bay City, Mich., in 1870. He is a son of Capt. George W. King, who owned and sailed the first tug on the Saginaw river, and, at a later date, other tugs, among which was the Dixon, Moore and Haight. The father died November 14, 1896, at the age of sixty-six years.

Mr. King attended the public schools of West Bay City until 1886, when he shipped on one of his father's tugs as fireman, afterward becoming assistant engineer. In 1887 he took out engineer's papers, and for three years engineered tugs out of

West Bay City, at the end of that time removing to Cleveland, where he entered the employ of the Independent Tug line, shipping as engineer on the Allie May, where he remained one season. He then entered the employ of the Vessel Owners Towing line, and received an appointment as engineer of the tug Maytham, continuing on her two and a half seasons, when he was transferred to the tug H. L. Chamberlain, where he continued a year and a half. In 1896 he fitted out the tug Alva B., and ran her the entire season, and also the seasons of 1897-98, laying her up at the close of navigation. In 1890 Mr. King was wedded to Miss Mary Cunningham, of West Bay City.

THURMAN E. BEERS was for several years connected with the lake marine, but for some time past he has been occupied on shore, being the present engineer at the Columbus street bridge, Cleveland. He was born in Peninsula, Summit Co., Ohio, September 29, 1867, a son of George W. Beers, a native of Painesville, Ohio, in which State he has spent the greater part of his life, at present living on a farm near Independence. For some time the father owned and operated boats on the Ohio canal.

Leaving his birthplace at the age of six years, Thurman E. Beers removed with his parents to Newburg, Ohio, and later to Independence township, Cuyahoga county, attending school at both places. He early felt a desire for marine life, which was gratified in 1884 when he went on the Charles Castle as fireman, but remained only a short time. He then became connected with the White Stack line of tugs, owned by Robert Greenhalgh. After a time as fireman in that employ, he remained on shore one season and then went again on the Charles Castle for one year. He was next fireman on the tug Paddy Murphy, and afterward spent two seasons on the Tom Maytham, finally becoming engineer.

Mr. Beers spent part of the next season on the tug Florence, of which he was part owner, and the remainder of the year with the V. O. T. Co., on the Tom May-

tham. For about eighteen months he was employed on the H. L. Chamberlain, and on the Alva B., for about five months, both belonging to the V. O. T. Co. In August of the same year he went on the propeller H. B. Tuttle as second engineer, and was later promoted to chief, serving as such for one year, since which time he has remained on shore.

On December 16, 1890, Mr. Beers married Miss Kate Drew, of Cleveland. He is a member of the Knights of the Maccabees, and is the center of a large circle of friends and acquaintances.

KARL A. HALLBERG, a popular and well-qualified marine engineer, owes his present responsible position as chief of the passenger steamer Nyack to his own merit and close attention to his machinery. He was born in Forshaga, Sweden, on June 30, 1865, and is the son of Anders and Katrina (Fourslund) Hallberg, both natives of Sweden. His father was superintendent for a lumber concern in Karlstead for many years, but in 1873 removed to Bjorneborg, Finland, where he had been called to take charge of the lumber concern of a firm in that city, and it was in Bjorneborg that Karl acquired his fundamental education, attending school until he reached the age of sixteen years.

Soon after leaving school Mr. Hallberg determined to try his fortune in the New World and came to the United States, going direct to northern Illinois, where he found employment on a farm and where he learned the English language, which he soon learned to speak with the purity of a native American. He then went to Muskegon, and entered the employ of the railroad company to learn the boilermaker's trade, remaining three years. It was in the spring of 1887 that Mr. Hallberg first shipped on a steamboat, going as fireman on the steamer Third Michigan, joining the steamer Mark B. Covell the next season, and remaining until September, 1889, on the same, when he shipped on the tug William L. Ewing, of the Dunham Towing and Wrecking Company. In 1890 he received his license, and on July 18 was appointed

second engineer of the steamer Sachem. The next spring he became second engineer of the steamer Parks Foster, and, after retaining that berth two seasons, transferred to the steamer Cadillac as second.

In the spring of 1894 Mr. Hallberg was appointed second engineer of the passenger steamer Nyack, of the Crosby Transportation Company, plying summer and winter between Muskegon, Grand Haven and Milwaukee. He filled this office to the satisfaction of the company until January 3, 1898, when he was made chief engineer of the Nyack, his merit thus finding appreciation. He has eight issues of marine engineer's license. Socially he is a Master Mason, Knight of the Maccabees, and a member of the Marine Engineers Beneficial Association.

On December 17, 1892, Karl A. Hallberg was wedded in Chicago to Miss Ida Person, of Muskegon, a native of Sweden. One son, Karl Ernest, has been born to this union. The family homestead is in Muskegon, Michigan.

JOSEPH R. DIEBOLD is the son of Charles and Mary (Doherty) Diebold, and was born April 1, 1872, at Buffalo. Charles Diebold formerly owned a hotel on Ohio street in that city, but at the present time is the proprietor of a store on Main street, and is closely associated and well acquainted with marine men of the Great Lakes, who frequently visit Buffalo.

Until his fifteenth year the subject of this sketch attended the public schools of his native city, at that time entering the employ of E. & B. Holmes, where he served an apprenticeship of three years in the machinist's trade. He then left Buffalo and entered the employ of the Globe Iron Works Company, at Cleveland, where he remained eighteen months, after which he spent the same length of time on the steamer New York, as oiler. From this boat he went on the steamer A. L. Hopkins, as second engineer, and in the same position spent one season on each of the steamers: Montana, Vega, George N. Orr and North Land.

In August, 1896, Mr. Diebold accepted

the position of machinist in the Buffalo Waterworks, and there remained until January 1, 1897, when he was appointed engineer of the Police Headquarters building, which position he holds at the present time.

Mr. Diebold has proved himself to be thoroughly competent in all departments of his chosen occupation, and a successful future for him seems certain. His position is one of responsibility, and is highly complimentary to one of his age. He is unmarried, and resides with his parents at No. 91 Eastwood Place. Socially, he is a member of Marine Engineers Beneficial Association No. 1.

JOHN ELMER PADDEN, one of the popular marine engineers sailing out of Chicago, has, by close study of works on engineering, and the timely application of mechanical principles, become more than usually proficient in his calling. He was born in Edenville, Midland Co., Mich., April 23, 1864, a son of John D. and Flora (Bardwell) Padden. His father was master of lake craft, and well known by some of the older masters of the present day. Among the vessels of which he was commander may be mentioned the schooner Black Hawk, which he brought out new and sailed until he purchased the scow Restless and became its possessor. During the last fifteen years of his active life on the lakes he owned and operated the tugs Onward and Gem on Portage lake. He also owned an interest in the steamer Lew Wallace, of which he was master when she was destroyed by fire in 1893. He retired from the lakes to his home in Onkama, Michigan.

John E. Padden, the subject of this article, acquired his education principally in Arcadia, Mich., where the old family homestead was located, and in 1880 joined his father as fireman on the tug Onward, transferring to the tug Gem, and later to the steamer Gen. Lew Wallace, taking out an engineer's license, and remaining on her until the fall of 1889, when he was appointed second engineer on the steamer Charles Reitz. In the spring of 1890 he joined the steamer Mark B. Covell as second engineer,

holding that office two seasons. The next spring he helped fit out the steamer W. J. Carter as second engineer, and remained with her until July, then passed one month on the Edward Buckley and closed the season as second on the new steamer W. B. Ketcham, holding that berth three seasons. In the spring of 1896 Mr. Padden entered the employ of the Hines Lumber Company as chief engineer of the steamer S. K. Martin, holding that berth until the spring of 1898, when he was transferred as chief engineer to the steamer Santa Maria (a new purchase of the firm, and sailed by Capt. Walter D. Hamilton), an office he held for the remainder of the season.

Socially Mr. Padden is a Royal Arch Mason, of Corinthian Chapter No. 69, of Chicago; and a member of the Marine Engineers Beneficial Association No. 44, of Manistee, Michigan.

HENRY NYLAND, whose work as a marine engineer speaks for him, is endowed with an earnest, studious personality. He has earned the respect and esteem of those with whom it has been in the order of his marine life to associate.

Mr. Nyland was born in Grand Haven, Mich., on December 6, 1863, his parents being A. J. and Dena (Schowenaar) Nyland. His father is a native of Holland, the land from which the early settlers of New York migrated, and his mother of Zealand. They came to the United States in 1848, stopping a short time in New York, and going thence to Holland, Mich., where they settled on a farm. Some years later the family moved to Grand Rapids, Mich., where Mr. Nyland, Sr., started in business as a tanner, conducting that until it was destroyed by fire; after which he went to Milwaukee, later returning to Holland, Mich., where he again went into business. In 1887 he purchased the controlling interest in the Grand Haven Leather Company, removed to that city, and as president and general manager devoted his attention to the building up of the business, in which he has been eminently successful by virtue of his large practical knowledge and enterprise.

Henry Nyland, the subject of this sketch,

received a liberal education in the public schools of Milwaukee and Holland, and in 1881 adopted a lakefaring life, by shipping as fireman on the steamer Fannie Schriver, plying between Holland and Saugatuck, a berth he retained two seasons, joining the excursion steamer Macatawa the following spring. He then stopped ashore two years as engineer of the Grand Haven Leather Company's plant, of which his father was president, holding that position until 1889, when he was appointed chief engineer of the Grand Haven city waterworks. In the spring of 1891 he again took up his steamboat life, this time as chief engineer of the Charley West, owned by George T. Arnold, and after two seasons took charge of the passenger steamer T. S. Faxon.

In the winter of 1893-94 he put the engine into the steamer Islander, and brought her out new and ran her during the season, laying up both the Islander and Ossifrage at the close of navigation, after which he entered the employ of the Flint & Pere Marquette Railroad Company as chief of the F. & P. M. No. 5, on her winter route, running her that winter and the two following years, when he was transferred to F. & P. M. No. 3, of which he was chief for some time.

On June 3, 1887, Henry Nyland was united in marriage to Miss Mary J., daughter of William and Margaret (Lynch) Cantwell, of Marcellus, Mich. The children born to this union are Madgie Jane and Herman W. The family homestead is No. 869 Marshall street, Milwaukee, Wis. Socially, Mr. Nyland is a charter member of the Marine Engineers Beneficial Association No. 76, of Grand Haven, and a member of the beneficial order of the Macabees.

HENRY HINSLEA, the popular and trusted mate of the steamer Joliet, was born in Cleveland in 1872, and is the son of Capt. Charles Hinslea, a well-known lake navigator.

Mr. Hinslea attended the public schools of Cleveland, and commended sailing in 1887 as watchman of the steamer Specular. He then went before the mast on the

schooner Magnetic, becoming second mate of the same vessel the following season, after which he put in two seasons as wheelsman on the propeller Marquette, and then, having secured pilot's papers, became second mate of the same boat. His next position was that of second mate, on board the Continental, and during the same season served as mate on the George Spencer, later being given the same berth on the Specular, which he held till his transfer to the steamer Joliet.

In 1890 Mr. Hinslea was married to Miss Laura Cummings, of Cleveland, and they have two children, Leo and Alpharetta.

CLARENCE E. CURTISS, at present chief engineer of the Real Estate Exchange (now the Mutual Life Insurance Building of New York City), located on Pearl street, Buffalo, N. Y., was born in Titusville, Penn., November 19, 1863. He is the son of Thomas E. and Mary (Southworth) Curtiss, the former of whom was born in Utica, and the latter at Port Byron, N. Y. The mother's people were farmers, and the old family homestead near Port Byron is still owned by some of its members. Thomas E. Curtiss and his two brothers, Charles G. and Lyman L., were forty years ago the owners of several freight and packet canalboats on the Erie canal. They were also heavy oil operators about the year 1862, at Titusville, and in 1873 the first-named, Thomas E. Curtiss, was engaged in business at Conneaut, Ohio, as wholesale and retail grocer, butcher, furniture dealer and owner of a fish-packing establishment. He subsequently removed to Buffalo, and still resides in that city, although not engaged in business.

Clarence E. Curtiss, the subject proper of this sketch, received part of his common-school education at his place of birth, and the balance at Conneaut, Ohio. He learned the machinist's trade at Collignon's machine shop, Buffalo, and he was also employed in the Brooks Locomotive Works at Dunkirk, N. Y., for two years. For two winters he was with the T. R. Bailly Manufacturing Company, at Owosso, Mich., and was one winter with the Erie Railway Company, at Buffalo. In 1885 Mr. Curtiss

shipped as oiler on the steamer *Syracuse* for one season, and was her second engineer the following season. In 1887-88 he was second engineer on the *Albany*, and in 1889 was in the same capacity on the steamer *Chicago* for that season only. He became chief engineer of the *Fountain City* in the spring of 1890, remaining with her until August of that year, and in October he was made chief engineer at the "Spaulding Hotel," at Duluth, Minn., continuing in that employ until the latter part of October, 1893, while during balance of the season he was chief engineer of the steamer *Columbia*, on which he served for about two months. In 1894 he was in the employ of the *Troy Laundry Machine Company* as erecting engineer until July, and then returned to the lakes as second engineer of the *Adella Shores* for the balance of the season. During the season of 1895 Mr. Curtiss was first assistant engineer of the *North Land*, of the Northern Steamship Company, and on January 10, 1896, was appointed chief engineer of the Real Estate Exchange building (now the Mutual Life Insurance Company's Building of New York City), on Pearl street. Mr. Curtiss is corresponding secretary of the National Stationary Engineers Association, Keystone No. 50, of which he has been a member since its organization. He is also a Knight Templar and a Noble of the Mystical Shrine.

Mr. Curtiss was married at Ovid, Mich., December 26, 1890, to Mina Morrison, and they have two children, Hazel and Bessie.

CAPTAIN THOMAS MCNAUGH was born in Cleveland in 1860. He attended the common schools of his native city until 1876, when he shipped as fireman on the tug *Monitor*, and remained on that boat for two years. From that time on he found employment on various other tugs in different capacities until 1883, when he received his first papers, and was appointed master of the tug *Maggie Sanborn*. He was then appointed to take charge of the night boat, which necessitated his changing from one tug to another each night while so employed, after which he sailed one season on the L. F. & J. A. Smith's tug line. His service in

the Vessel Owners Towing line occupied a space of nine years, of which time he sailed one season on the *Dreadnaught*; one season on the *Thomas Maytham*; three seasons on the *Chamberlain*; one on the *Alva B.* and *Dreadnaught*; a half season on the *Grover* and three on the *William Kennedy*, respectively, laying up the latter boat at the close of navigation of the season of 1896.

In 1882 Captain McNaugh was united in marriage to Miss Mary F. Arnold, of Cleveland, and four children have been born to them: James, Kitty, Thomas and Frances McNaugh.

STEPHEN H. MILLER, chief engineer of the *Argo*, a boat built by Murphy & Miller at Seattle, Wash., for Alaskan waters, is a devoted follower of the marine life, and is one well known to those of the same calling, having been employed in that line of work for many years. He was born December 31, 1842, at Rockport, N. Y., and is a son of George and Jane (Johnson) Miller, natives of New York State and Canada, respectively, and at that place resided for the first eighteen years of his life. He then went to the oil regions, and there worked on oil machinery for three years, having previously served an apprenticeship to that trade at Rockport. From this place he went to Oil Springs, Canada, and was there engaged as a contractor two years.

In 1871 he began the marine life by going on the tug *Tawas* as second engineer, which position he held for one year. After spending a year as second engineer on the tug *Prindiville*, he went on the ferryboat *Sarnia* as chief engineer for one season. He then served in the capacity as chief engineer on the *Sanilac*, *Ogemaw*, *Kalkaska*, *Kalinga*, *Marina* and *Mariposa*, coming on the *Castalia* in 1896. Upon all he was exceedingly fortunate, never having suffered shipwreck nor serious accident of any kind, thus obtaining for himself a reputation and winning the greatest confidence of his employers.

On June 20, 1860, he was married to Miss Jane Davis, of Bayfield, Ont., who died February 15, 1881. Their children are: Jennie A., who is married to D. C.

Reed, and resides at Lakewood, and Daniel W., who is a lumber inspector in Cleveland, Ohio, at the present time.

CAPTAIN EDWARD CARUS, master of the new Goodrich Steamship Company's passenger steamer Georgia, built at Manitowoc by Burger & Burger during the winter of 1897-98, has been in that employ off and on since he first commenced to follow the lakes, in the several capacities from boy to master. The fact that he has been chosen to bring out the last elegant new addition to the fleet is evidence of the esteem in which he is held by the management of the company for which he works.

Captain Carus was born in Manitowoc, Wis., on April 15, 1860, a son of Frederick Carus, who was one of the pioneers of Manitowoc, and for many years a fur trader among the Indian tribes in that region. The father was a German exile, having taken a leading part in the revolution of 1848 in that country, escaping to the United States soon after the uprising was quelled. Many of his comrades were cast into prison and some suffered death. Captain Carus' school days terminated when he reached the age of fourteen years, as he then shipped as porter on the steamer Alpena, owned by the Goodrich Steamship Company, plying in the passenger trade between Milwaukee and Ludington, and he went as watchman the next three seasons on the same steamer. In the spring of 1878 he transferred to the steamer F. J. Truesdale, plying between Chicago, Escanaba and Green Bay ports. This was followed by a season in the steamer Oconto, running over the same route, as wheelsman. In the spring of 1880 he shipped before the mast in the schooner C. C. Barnes, leaving her at Buffalo and joining the schooner Samuel J. Tilden. On leaving her, he went by way of the Erie canal to New York, where he shipped in the steamer Crescent City, plying between that port and Havana, touching at Charleston, Savannah and other intermediate ports. The next spring he returned to the lakes and shipped before the mast in the schooner C. C. Barnes, but afterward changed to the steamer Menominee as wheelsman; she be-

ing a winter boat, he remained in her until the spring of 1882, when he was appointed second mate, having taken out his license in 1880. During the next three seasons he was mate of the steamer Corona, plying between Manitowoc and Green Bay ports. In 1886 he was appointed mate in the steamer Joseph L. Hurd, of the Lake Michigan & Lake Superior line. In the spring of 1887 Captain Carus was appointed master of the passenger steamer Nellie, which carried the United States mails between Harbor Springs and the Beavers. In 1888 he again entered the employ of the Goodrich Steamship Company, as mate of the Depere. The next spring he came out as master of the steamer Hunter, owned by Mr. Booth, and sailed her until June, when he assumed command of the steamer Muskegon, and sailed her until the fall of 1892, going as master on the Sheboygan the next spring, but closing the season on the Menominee. He sailed the Muskegon again in 1894 between Chicago and Green Bay ports. His next command was the City of Ludington, which he sailed until the fall of 1897 over the same route. In the spring of 1898 the Captain fitted out the splendid new steamer Georgia, brought her out, and is in command of her at this writing. Socially, he is a Royal Arch Mason, and a member of Council No. 42, Loyal League.

On October 1, 1890, Captain Carus was married to Miss Mary, daughter of J. G. Bahr, of Manitowoc, Wis. He has acquired a fine property in his native city, and has recently built for the occupancy of himself and wife a spacious modern residence.

FRED A. BRADLEY, a young officer of good report, resides at No. 125 Swan street, Buffalo. He was born December 21, 1861, in Innisville, Canada, and in 1864 removed with his parents to Au Gres, Mich., where he lived for twenty-six years. He has since been a resident of Buffalo.

During his boyhood Mr. Bradley attended the public schools, and in the spring of 1882, soon after leaving school, he commenced sailing. He was deckhand on the tug Emerald ten days, on the steamer Siberia four days, and then commenced wheel-

ing on the tug Williams, receiving \$1.50 per day; later in the same season he was on the river tug P. Smith. In 1883 he shipped as wheelsman on the tug Mockingbird, finishing the season as lookout and wheelsman on the propeller Philadelphia. In 1884 he was engaged in wheeling on the steamers W. R. Stafford, D. C. Whitney and C. F. Curtis, and in 1885 he served in the same capacity on the steamers P. H. Birckhead, J. F. Eddy and Hecla. During 1886 he was wheelsman on the steamer W. A. Avery, tug E. M. Smith and steamer Roumania, respectively. In the following season (1887) he was employed as watchman on the steamers Kalyuga, R. P. Flower and J. C. Gilchrist. In 1888 and 1889 he remained ashore as agent for John McLennon & Son, of Bay City, Mich., looking after logs, and in 1890 again became wheelsman, spending the season on the tug Seagull and the steamers John Mitchell and Matoa. During 1891 he was acting second mate, in the early part of the season, on the steamer F. R. Buell, afterward worked for a time as wheelsman on the steamer Helena, and in the latter part of the season got out his papers and became second mate of the steamer Oceanica. In 1892 he was second mate on the steamers Oceanica, Saranac and Tom Adams, finishing the season as mate of the Saranac. He was engaged as such until 1897. In 1893 he was on the steamer M. T. Green; in 1894 on the steamers Idlehour, Caledonia, and Mahoning; in 1895 on the Mahoning, closing the season as pilot of the steam yacht Sapphire; in 1896 he went as mate of the steamers Sacramento and Pasadena. In 1897 he was captain of the steamer St. Joseph, from Oswego to Toronto, until the 30th of June, and then took position of mate of steamer Henry Chisholm, finishing the season. A more temperate man than Mr. Bradley would be hard to find. He has never drunk a drop of liquor, nor used tobacco in any form, and it is needless to dwell upon the value of such habits, especially for one in his vocation.

Mr. Bradley is a member of Hiram Lodge No. 105, F. & A. M., of Buffalo, and of Buffalo Chapter No. 71, R. A. M., and of Buffalo Council No. 17, R. S. M.

JAMES E. EVANS, an accomplished marine engineer, and a man of broad and liberal views, who fully enjoys the pleasures consequent upon a finished education, is very popular among his friends and acquaintances.

His choice of a maritime life was but natural, and accorded with his desire to be useful to his father in the intelligent management of his vessel and tug interests. He was born at Peacock Point (now Walsingham), Ontario, October 24, 1860, a son of Edward and Nancy (Bissett) Evans, who were natives of Canada, but his grandfather, Edward Evans, came to America from Wales. Since 1848 his father has been master and owner of vessels, notable among which were the schooner Billow, and tugs William Peck, General Grant (which he built), N. P. Sprague, Rob, New Era, Relief, Wisconsin and Flossie Thielke. When he retired from the lakes he established himself in the lumber business under the firm name of Evans, Kilmaster & Co., at Tonawanda, N. Y., to which city he removed in 1861, and there he purchased a homestead, where the family reside at the present time. He also established himself in a general banking business under the firm name of Evans, Swinger & Co. He is the inventor of the principle and instrument now known as the Wells double piston balance engine, which is fast coming into general use. He retired from active business enterprises in 1895, and now contents himself with the care of his real-estate interests, which are quite large, among his holdings being a tract of land in Duluth, Minn., upon which he has erected some eighteen houses for residence purposes.

James E. Evans was a close student in his school-boy days, and passed through the Tonawanda public schools with a fair share of honor, finishing his education in the Chamberlain Institute at Randolph, Cattaraugus county, N. Y. It was with him a pleasure during vacations to occupy himself on his father's boats, and thus at the age of thirteen he became a reliable watchman. In 1877, with the purpose of becoming a marine engineer, he entered the employ of the Tonawanda Machine Company, and the next year he was granted a special license

to run the tug N. P. Sprague, owned by his father. He remained on the Sprague two seasons and then transferred to the tug Relief. In 1881 he built a steam canal boat which he named Free Canal. This was during the period when the measure to abolish tolls on the Erie canal was under discussion in the New York Legislature, and it was by way of advocating the passage of a law to that effect that he gave his boat that novel name. He took his new canal steamer to New York, and put her in the Long Island Sound coal trade between New York, New London, Mystic and Newport, following that business three years.

In the fall of 1884 Mr. Evans took out master's license in Norfolk, Va., and started for Charleston, S. C., by way of the Chesapeake bay, and Raritan and Delaware rivers, engaging in the lumber trade between North Carolina ports and Baltimore and Philadelphia. In 1888 he became master of the tug Nellie Prior, towing juniper logs from Alligator river in North Carolina to Richmond, Va. The next year he was appointed master of the steamer Mary Lowrie, plying on Albemarle Sound, carrying ties for the Norfolk Southern Railroad Company. In 1890 he resumed his place in the after end of the steamer Wemple as chief. She engaged that year in the coasting trade, and the next two years in the interest of the dock department and the Norfolk navy yard, placing lightships and buoys between North Carolina ports and New York harbor. In January, 1893, Mr. Evans was appointed chief engineer of the passenger steamer Newbern, of the Old Dominion line, plying between Norfolk, Va., and Newbern, North Carolina.

In April, 1893, Mr. Evans removed to Duluth, was appointed chief engineer of the steamer Otego, and after laying her up he closed the season in the Ossifrage. The next spring he brought out the Otego, which plied between Duluth, Hancock and Houghton, again transferred to the Ossifrage and closed the season in the Lora. In the spring of 1895 he entered the employ of the A. Booth Packing Company as chief engineer of the passenger steamer Hiram R.

Dixon, plying between Duluth and Port Arthur, and during the four seasons he has been with her, like Capt. Jacob F. Hector, who sails her, he has not missed a voyage however violent Lake Superior may lash the shores.

During his sojourn in Virginia, Mr. Evans was married, March 27, 1891, to Miss Etta, daughter of Jacob Hollar, of Harrisonburg, Rockingham county, and they make their home at No. 7 Glenn avenue, Duluth, Minnesota.

THOMAS FRANCIS MURPHY, one of the prominent shipbuilders in the city of Cleveland, Ohio, was born in 1834. His father was a carpenter, and of his seven brothers three are shipbuilders.

In 1841 our subject came to the United States, and in 1851 commenced learning the shipbuilding trade with Baker & Lyons, at Oswego, N. Y., under the management of George Gobell, thus beginning his connection with the lake marine. He received his education in the public schools, also attending night school during his apprenticeship.

After serving a full apprenticeship, and becoming thoroughly conversant with the lines and structure of lake vessels, Mr. Murphy went to Cobourg, Ontario, Canada, where he entered into partnership in the shipbuilding industry, with William Navaugh. This firm did not continue long, however, as they built but one vessel during the partnership. In 1858 Mr. Murphy went to Cleveland, remaining there only a short time, thence going to Cincinnati and New Orleans, in both of which places he followed shipbuilding. In 1860 he returned to Cleveland, and has made that city his permanent place of residence ever since. During the Civil war he was employed at Cincinnati in the construction of monitors for the United States Government, later going up the Big Sandy river, and was captured at Pound (or Sounding Gap), Ky., by Morgan's raiders, while getting out turret beams for the monitors. After his exchange, he was appointed foreman of the government shipyards at Chattanooga, Tenn., and while engaged in getting out long timber for the shipyard was again cap-



Truly yours
Thos F Murphy

tured, on Williams island in the Tennessee river, by General Wheeler's cavalry. At the close of the war he returned to Cleveland and worked in the line of his business until 1872, when he entered into partnership with William H. Quayle, the firm name being Quayle & Murphy, for the construction of vessels. During the continuance of this firm, which lasted five years, quite a number of boats were built, the first one being the schooner Verona, followed by the schooners J. B. Kitchen, Helena and Vienna, also the steamer Persian, the firm at the same time doing a large business in repair work.

In 1884 Mr. Murphy and his brother sub-contracted with F. W. Wheeler, of Bay City, for the construction of the steamer Waldo Avery and the schooner Alta. In 1886 he entered into partnership with William J. Miller, under the firm name of Murphy & Miller, which association still exists. This firm built the steamer Aurora (to the order of Corrigan Brothers and William S. Mack), which is noted as being the stanchest vessel ever constructed on the lakes. They also built several fine yachts, a government dredge, with necessary scows, a large number of lighters, and rebuilt a number of vessels. Their shipyard is located on the north shore of the old river bed, where the firm continues to build and repair vessels. Aside from his shipyard duties Mr. Murphy is in great demand to serve on surveys, as he is known to be thorough and strictly reliable in that capacity. He has been the owner of several vessels, among them the schooners C. G. Breed, L. C. Woodruff, Delaware, Wabash and James D. Sawyer, and is at this writing the owner of the schooner R. Hallaran, at this writing on the way to the coast under command of Capt. Ed. E. Williams, but laid up for the winter at Valleyfield, Canada.

In 1860 Mr. Murphy was united in marriage with Miss Catherine Nolan, of Cincinnati, Ohio, who is a sister of Major N. Nolan, of the United States army. Their children are Edmund A., secretary and treasurer of the Cleveland stockyards; Anna, now Mrs. W. T. L'Estrange; Joseph F., a lake captain; Jennie, now the wife of M. F. Barrett, coun-

cilman of Cleveland; Thomas J., a lake captain; Nellie, a charming musician; William; and Ralph, a graduate of the Cleveland public schools. The family homestead is at No. 150 Harbor street, Cleveland, Ohio.

During the years 1897 and 1898 Mr. Murphy went to Seattle, Wash., leased a shipyard and built the Argo No. 1 and Argo No. 2, two fine steamers for the Cleveland-Alaska Gold Mining and Milling Company, one being an ocean boat, the other for river navigation. Argo No. 2 was lost while in tow of the other in a storm at sea, not being built for an ocean-going boat. Mr. Murphy is one of the stockholders in the company. He returned to Cleveland after the completion of his contract, and is now awaiting developments.

DANIEL L. CARTWRIGHT. Having a father who has sailed the lakes for many years, and who is still sailing, Daniel L. Cartwright, of Algonac, Mich., comes naturally by his predilection for the water. He was born at Algonac, July 6, 1865, and passed his boyhood in his native place attending the public schools and acquiring a good common-school education. At the age of eighteen he shipped on the schooner Sweepstakes, and the following year, 1884, was promoted to the position of mate on the schooner Wyandotte. In 1885 he was watchman aboard the new steambarge, Thomas S. Christie, and in 1886 and 1887 was wheelsman on the steamer Ira Chaffee, of Detroit.

During the next season he was wheelsman and mate of the tug Daniel L. Hebard, engaged in towing rafts on Lake Superior. In 1889 he returned to the Ira Chaffee as mate, sailing from the straits of Mackinaw to Ohio ports in the coal and lumber trade. This steamer was burned the following year, and in 1890 Mr. Cartwright was mate of the tug Morse on Lake Superior. In the fall of that year he shipped as mate of the steamer Lowell, engaged in the lumber trade, and remained with her during the seasons of 1891 and 1892. He was mate of the steamer Wyoming, of Au Sable, in 1893, and in 1894 was master of the schooner

Dashing Wave, of Port Huron. In 1895 he was first mate of the steamer Robert L. Fryer, which boat was in a collision with the Corsica in the Sault Ste. Marie river during that season, and in 1896 he acted as first mate of the steamer Onoko. In 1897 he became master of the schooner Sophia Minch, of Cleveland, and in 1898 master of the schooner Aberdeen, of the Minch Transit Company. Capt. Cartwright's experience has been varied and extensive, and his love for the water, coupled with his thorough, practical knowledge of his work merits and wins the confidence of his employers.

ROY LEE PECK is a born engineer, inheriting his mechanical genius from his father, Richard W. Peck, who was a marine engineer on the Atlantic ocean for many years. Among the notable steamers that the father engineered was the old Charles Benton, plying between New York and North Carolina ports, being chief in her when she was destroyed by fire. He was also chief of the Cleopatra and Leo, of the Murray & Ferris Steamship line, between New York and Savannah; chief of the City of Merida, City of Havana, City of New York, City of Vera Cruz, City of Washington and City of Pueblo, all of the Alexandre Steamship line, between New York and Mexican ports, his brother Frank taking his place as he was transferred from one steamer to another.

The father retired from the merchant marine service, and went to live on his old homestead farm in Rockland county, N. Y., although he was called upon from time to time by the contractors and engine builders to bring out government warships for their trial trips, and especially was he in demand by the Quintard Iron Works, for which company he brought out the armored cruisers Concord, Bennington and Maine; and for the Columbian Iron Works he conducted the trial trips of the warships Baltimore, Montgomery, Detroit, Bancroft and Marblehead. He came up on the lakes in behalf of the builders with the engines of the steamers North West and North Land, of the Northern Steamship Company, running the North West the first season. He also de-

signed her feed pumps, which are of extra good utility. He was born in Lyme, Conn., and his wife, who bore the maiden name of Miss Ellen E. Crosby, was born in Wells River, Vermont.

Roy Lee Peck, the subject of this article, was born in Deep River, Middlesex Co., Conn., December 3, 1863, and although but thirty-five years of age is chief engineer of one of the finest steamers on the lakes, the Manitou. His brother Allan also inherits some of the mechanical genius of his father, and is in charge of the machinery of a large factory in Irvington, Conn. Our subject is a graduate of the high school of Brooklyn, N. Y., and in 1879 was apprenticed to the Washington Iron Works, which made a specialty of building and repairing marine engines. He remained with that concern three years and gained a thorough knowledge of the business, as far as construction was concerned. In 1882 he went to sea with his uncle Frank Peck in the steamer City of Washington, as oiler, remaining a few months. He then shipped in the steamer Louisiana, of the Cromwell line, plying to New Orleans, and after eighteen months was advanced to the position of third assistant, and before the close of the year was promoted to second assistant, holding that office two years. In 1885 he was transferred to the steamer Chalmette, of the Morgan line, as second assistant. In 1887 he became first assistant of the steamer City of Atlanta, and after two months was appointed chief engineer and ran her the balance of the year. He then came to the lakes and brought out new the steamer Owego for the Union Steamboat Company, as chief, running her two seasons. He next took charge of the Phoenix flouring-mill machinery at Milwaukee, but soon returned to the lakes, having accepted an appointment as chief engineer of the Lehigh Valley steamer Cayuga. The next season he entered the employ of the Minnesota Steamship Company as chief of the Mariska, transferring to the Kearsage at the end of the second season, bringing her out new.

In the spring of 1895 Mr. Peck was appointed chief engineer of the Lake Michigan & Lake Superior Transportation Co.,

having immediate charge of the engines of the steamer Manitou during her running season, at other times laying up, looking after repairs and fitting out the other steamers of the line. It will be observed that during the entire period that Mr. Peck has been engaged on the lakes he has had charge, as chief engineer, of steamers of the first class, and has given eminent satisfaction in all cases. He is one of those officers who attend to their machinery first, and when that is in good condition he enjoys his leisure. Socially he was a member of the Marine Engineers Beneficial Association of New York City No. 50, and afterward joined No. 2, and serving as president of Cleveland Lodge No. 2 one term, at the expiration of which that body presented him with a handsome gold watch-charm.

On May 17, 1886, Mr. Peck married Miss Annie, daughter of Thomas and Mary (Byrnes) Behen, of New Orleans, and the children born to this union are: Annie M.; Roy Lee, Jr.; Esther M. and Helen M. Mrs. Peck's father was a native of Lowell, Mass., and sailed some, attaining to the position of mate. He died in Bathrop, La., in 1875. Her mother was born in Limerick, Ireland. Our subject's paternal grandparents were George and Elizabeth (Lee) Peck, the former being a descendant of the colonist of that name who came to America in the Mayflower. Mr. Peck and his family make their home at No. 8,000 Exchange avenue, Chicago.

GEORGE L. ALLEN, second engineer on the Masaba, is a young man whose life thus far has been largely devoted to marine pursuits, and whose future in that line of work seems one of promise. He was born August 14, 1869, in Cleveland, where he always resided, and until sixteen years of age he attended its public schools. He then made his first trip on the V. Swain as watchman, and after a year in that capacity he served on the Ira Owen. He spent a year as oiler on the Manola, Progress, Saxon, Norman and Griffin, and was afterward second engineer on the R. E. Schuck, Sitka, A. A. Parker and Norman.

He was then on the Joe Harris, of Cleveland, as engineer for one year, and in 1897 was second engineer on the Masaba, which berth he continues to hold.

On May 31, 1895, he was shipwrecked on the Norman, which collided with the Canadian vessel Jack on Lake Huron; was on the Sitka when she collided with the tug Torrent in the St. Clair river; and was also on the Progress when she collided with the J. A. McBrier in the Straits. Thus he has passed through many thrilling experiences in marine life, but remains an ardent devotee of the calling, to which his father and other members of the family have devoted their lives. Fraternally he is a member of the Marine Engineers Beneficial Association No. 2, of Cleveland.

CAPTAIN WILLIAM G. SLACKFORD, son of Capt. William J. and Gertrude (Moore) Slackford, was born in 1861 at Plaster Bed, near Sandusky, Ohio. His father was born in London, England, and sailed out of the river Thames, as did also his grandfather. He came to the United States, in 1849, and, locating in Sandusky, he soon became part owner and master of lake vessels, the first being the passenger steamer General Grant, followed by the Clinton R. B. Hayes, all of which he sailed. Previous to this in the 'fifties, he commanded various schooners for Messrs. Smith & Lockwood. Gertrude (Moore) Slackford was born near New York city, and came West with her parents early in life.

William G. Slackford acquired a liberal education in the public schools of Sandusky, and attended the private-school of Mrs. Motley three winters. Much of his public-school life was limited to the winter months, also, as he commenced sailing at the age of seventeen years, that is in 1878, when he shipped on the passenger steamer R. B. Hayes, of which his father was part owner, plying between Sandusky and the peninsula. The next season he was appointed clerk of the same steamer, holding that berth until 1887. The Hayes was then sold to the Cedar Point Steamship Company, and Captain Slackford was appointed master, and sailed her successfully four seasons.

In the spring of 1890 he accepted the position as clerk on the A. Wehrle, Jr. At the close of the year she was also sold to Cedar Point Steamship Company, and Captain Slackford was appointed master. He held this berth until the close of the pleasure season of 1897, when he was appointed master of the Sandusky Tug line tug Dan Connolly, with which he closed the season.

Captain Slackford is highly esteemed as a passenger steamboat man, and bears the reputation of being a careful and successful master. Socially he is a member of the Ship Masters Association, and carries Pennant No. 850; and of the American Association of Ship Masters and Pilots.

In November, 1887, Captain Slackford was wedded to Miss Hattie Andrews, of Danbury, Ohio. The children born to this union are: William Andrews, Gertrude Sophia, Fritz and Edward Thomas. The family homestead is at No. 313 Campbell street, Sandusky, Ohio.

CHARLES E. SMITH was born in Buffalo, N. Y., August 25, 1863, and attended the public schools of his native city until fifteen years of age. He commenced his career on the lakes as a ferry boy, sculling his boat across Buffalo creek, and in 1882 he shipped on the steamer Edward Fisk, finishing the season on the tug Annie P. Dorr as fireman. The following season he went on the tug Bryant, transferring to the Lorenzo Dimmick, Alpha and J. E. Williams in the order named.

In 1884 Mr. Smith took charge of the machinery in the Evans elevator, and in 1885-86 he was engineer of the Watson elevator. In the spring of 1887 he shipped as chief engineer of the tug Alpha, remaining on her three seasons. In 1890-91 he engineered the tug Medina, and in 1892 he took out pilot's papers and sailed the tug Ingraham. In 1894-95 he was engineer of the tug Cheney, and in 1896 of the tug Tam O'Shanter; for the season of 1897 he remained on shore, and for the season of 1898 he was engineer of the O. W. Cheney, of Maytham's line. He has fourteen issues of engineer's license, and five of pilot. On one occasion, while with Capt. John R.

Glover, he ran out on a tug with Joseph Morris and Osman Rollo, as fireman, at great risk of life, and took a crew off a barge in distress, which was at anchor three miles off Gravelly Bay, Port Colborne; the act was greatly to the credit of all on board, as no other tug cared to venture the rescue, so violent was the sea running. Mr. Smith is a member of the I. O. O. F., the Knights of Pythias, Selkirk Lodge No. 295, of Buffalo, and of the Harbor Tug Pilots Association of Buffalo.

On April 6, 1887, Mr. Smith was united in marriage with Miss Agnes Thompson, of Stamford, Ontario. Their children are Charles E., David T. and Pearl A. The family residence is at No. 215 Mackinaw street, Buffalo, New York.

GEORGE H. DOLAN is one of the family of ten children—eight sons and two daughters—of William and Ellen (Carniely) Dolan, who were natives of Ireland.

Mr. Dolan was born at Buffalo September 11, 1866, and he attended the public schools of that city until about fourteen years of age, when he started work for Plumb, Burdeet & Barnard, remaining in their nut and bolt works about two years. He then went to work for the Larkin Soap Company, with whom he spent another year, and then, when seventeen years old, began learning the machinist's trade at Farrar & Treft's, where he remained four years, for the following year and a half working with E. & B. Holmes. Next he worked a year each at the Lackawanna and West Shore railroad machine shops, leaving the latter place to begin steamboating, at which he started in 1889 as oiler on the Syracuse, where he was for two seasons. He then went on the Arabia as her second engineer, serving seven seasons in the one employ. Leaving the Arabia, he, in May, 1898, took the position of engineer of the City Elevator.

On January 8, 1896, Mr. Dolan was married to Miss Margaret Febrey, of Buffalo, and they reside at No. 177 Jefferson street, Buffalo, N. Y. Socially, he is a member of Local Harbor No. 1, Marine Engineers Beneficial Association, also of the C. M. B. A., of Buffalo, New York.

GEORGE ALFRED COLLINGE, a young marine engineer, and who rapidly attained to the responsible position of chief, is a son of Capt. Samuel and Harriet W. (Harvey) Collinge. He was born in St. Clair, Mich., June 18, 1871, but was educated at Wallaceburg. His father was for many years a lake captain, and has sailed many vessels in the years that have passed, but retired from active life on shipboard and removed to Wallaceburg, where he went into the harness and saddlery business. He was a native of Clayton, Jefferson county, N. Y., but moved to St. Clair, Mich., when a young man. The mother was born on Peckham road, London, England, and came to the United States with her parents, locating in St. Clair, Mich., where she met and married Captain Collinge. Both are living in Wallaceburg, and James Collinge, one of their sons, is mate on the steamer John Glidden.

The subject of this sketch, after working in the harness shop with his father for a time, concluded to follow the lakes, and in 1886 entered the employ of the Detroit and Windsor Ferry Company, as fireman, and served as such on the steamers Sappho, Victory and Fortune, remaining with that company two years. During the season 1888 he fired the tugs Marion Teller and William Parks, followed by a season on the steamer Houghton, and shipping in the spring of 1890 as oiler on the steamer Colorado, holding that berth two seasons. From this time forward his life episode has run almost parallel with that of his friend, Capt. Robert R. McLeod, and both are engaged on the same steamer, one as chief engineer and the other as master.

After a season as oiler on the Toledo and Ann Arbor car ferry steamer, Ann Arbor No. 2, Mr. Collinge, in the spring of 1893, secured engineer's license, and was appointed first assistant on the same steamer, retaining that office two seasons, after which he transferred to the steamer Colorado as first assistant. In September, 1895, he was appointed chief engineer of the car ferry steamer Shenango No. 1, operated by the United States and Ontario Navigation Company, plying between Conneaut, Port Dover

and Port Stanley, and he has run her without casualty to machinery three years, summer and winter, this period taking in the season of 1898. In fact, Engineer Collinge has sailed the year round in most of his steamers since he entered upon a marine life.

Socially, he is a member of the Knights of Pythias.

On January 9, 1897, Mr. Collinge was wedded to Miss Rachel, daughter of William and Truey (Foster) Elliott. Mrs. Collinge's father has been a prominent marine engineer for many years, and now has charge of the engines of the steamer Shenango No. 2. The family residence is on Harbor street, Conneaut, Ohio.

CAPTAIN GEORGE C. BURNS, the efficient master of the Venezuela, has been closely connected with the marine of the Great Lakes for many years. In early boyhood his desire was to become a sailor, and as time advanced it increased instead of diminishing, so that at the age of seventeen he began his marine career. His father, John C. Burns, was a captain for many years, having been in command of the Pembroke, Poland, William Wallace, Rob. Anderson, and C. N. Pratt, and is now living a retired life in Amherstburg, Ont., near the place of his birth. He is a son of Cornelius Burns, who was a soldier in the Canadian army at the time John was born.

Captain Burns, subject of this sketch, began his earthly career November 12, 1860, in Amherstburg, Ont., where he spent the days of his boyhood and youth attending the public schools. His first season as a sailor was spent on the John Owen as watchman, and later he was before the mast on the Hattie Wells, Mary Lyon, Columbian and Polly M. Rogers. He was then wheelsman on the tugs Winslow and the William A. Moore for one season each, and served in the same capacity on the Crusader for four years; then served as mate on the same vessel for one season. This was followed by a like service on the Mary Pringle, Gettysburg, New Orleans, C. F. Curtiss and Louis Palhow, when, during the following season, he was given command of the Washburn, on which he remained for two years,

going as captain of the propeller Toledo for the same length of time, after which he became master of the J. H. Pauly, and in April, 1897, brought the steamer Venezuela out new, which he is still in command of.

On January 7, 1884, Captain Burns married Miss Loretto Mahon, who has four brothers on the lakes: Albert, master of the steamer Amazonas; Walter, first mate of the steamer Marida; Joseph, second mate of the steamer Amazonas; and Michael, wheelsman on the steamer Marida. The Captain and his wife have two children: Miner J. and Loretto M., both at school.

WILLIAM S. LENNOX, engineer of the tug H. J. Warren, of Buffalo Dredging Company, is a son of Charles E. and Hannah Lennox, the former of whom has navigated the lakes for fifty years, and is still a vessel master, residing at Charlevoix, Mich. The mother is now deceased. There were but two children in the family, William S., and Frances, who is the wife of Herman Powell, a Baptist minister, residing at Ionia, Michigan.

The subject of this sketch is a thoroughly practical tug engineer. He was born at Mt. Clemens, Mich., December 23, 1863, and at the age of four years moved with his parents to East Saginaw, where he received his common-school education. At the age of fourteen he became apprenticed in the shops of Mitts & Merrell at East Saginaw, serving five years, and later he worked a year each in the shops of Wicks Bros., at Saginaw and Smalley Bros. at Bay City. He began practical work in his chosen occupation as engineer of the fire ferry tug Handy Boy, owned by William Armstrong, of East Saginaw, whose fleet of five tugs also included the Lee, C. M. Farrar, James Hay and David Sutton. The duties of these five tugs were to patrol the lumber yards, a distance of eight miles, making one trip each two hours a day until ten P. M. After a year in that employ Mr. Lennox became second engineer of the tug Matt Stickney, owned by Carlin, Stickney & Cram, a dredging firm, remaining with them also a year. His next service was as engineer of

the canaltug Dickey, at Buffalo harbor. From here he became engineer of the tug M. Moore, of Maytham's line, then of the ferrytug Cornell at Grand Island, Niagara river, the passenger steamer Mascott, the ferry boat Niagara, and then of the harbor tug Gee. In the spring of 1896 he became engineer of the harbor tug O. W. Cheney, and continued in that berth during the season of 1897. During season of 1898 he was on the H. J. Warren.

Mr. Lennox was married at Grand Island, Niagara river, November 29, 1888, to Miss Ada L. McCarrick, by whom he has two children: Gordon C. and Francis H. The family residence is at No. 940 West avenue, Buffalo, New York.

WILLIAM T. McCULLAGH was born in 1860 in Lapeer, Mich., where he received his common-school education.

Mr. McCullagh's first experience in sailing was on the well-known tug Sweepstakes in the year 1879, and the next year he shipped on the steamer Mary Pringle, after which he was on the Winslow and the Arctic. During the years 1884-85-86 he was railroading, and for the season of 1887 was wheelsman of the steamer Oceanica. In 1888 he began the season as wheelsman of the steamer Kasota, but finished it in the same capacity on the passenger steamer Japan. The next season he was wheelsman on the Lackawanna. In the spring of 1890 he took out his papers and shipped on the steamer Brazil, remaining that season, and in 1891 entered the employ of the Northern Steamship Company as second mate of the steamer North Wind, holding that position until the close of the season of 1896, when he laid up with his boat in the harbor at Buffalo. At the opening of navigation in 1897 he again assumed the berth of mate of the North Wind. Mr. McCullagh, who, it will be seen, is a pilot of the first class, is an ardent member of the American Association of Masters and Pilots.

CAPTAIN L. HUGH MCGOWEN was born in Port Huron, August 1, 1860, and is a son of Capt. Edward McGowen, who, before his retirement, was one of the best and oldest

known masters on the lakes. He was born in County Donegal, Ireland, April 10, 1827, and was brought to America, while still an infant, by his parents, who located at Erie, Penn. His career as a sailor began while he was a boy of thirteen years, and when he reached the age of twenty-one was captain of the schooner Buckeye. He also sailed the brigs Hubbard, Harvest Queen, Vincennes; the barks Mary Stockton, D. S. Austin; propeller City of Madison; steamer Henry Howard; and was pilot of the revenue cutter John Sherman during the season of 1871, when the dense volumes of smoke from the forest fires hung over the lakes and endangered vessel property and lives of sailors. During this period Capt. Edward McGowen was instrumental in saving many lives. He ranks as captain in the navy, his commission having been issued by the United States Government in 1872. He was pilot of the revenue cutter Fessenden two seasons. The last vessel of which he was master was the schooner Frank C. Leighton. His homestead is in Port Huron, to which he retired from active life on shipboard in 1883, after an eventful career of over half a century. He was wedded to Miss Mary Trombley, of Port Huron, in 1849, to which union eight daughters and six sons were born. Two of the latter, having adopted the life followed by their father, have reached the grade of master on lake vessels.

Capt. L. Hugh McGowen started his career in marine life in 1873 as petty officers' boy on the revenue cutter Fessenden, upon which his father was pilot, and there contracted a desire for the life of a sailor. The next season he shipped as boy on the schooner Home, and after sailing before the mast a number of years in various schooners, was advanced to the office of mate on the David Stewart. The next season he was appointed second mate of the schooner G. F. Boyce, then mate of the H. A. Kent, followed by a season as wheelsman on the steamer Roanoke. That winter he went to Philadelphia, and shipped on the schooner Emma J. Meyers, making a voyage to Havana, Cuba, in the coasting trade. His next schooner on the Atlantic was the Herald, which traded to the West Indies. After

an absence of eighteen months he returned to the lakes, and shipped out of Buffalo as wheelsman on the propeller Toledo, with Capt. Harvey Kendall, joining the schooner Mary D. Ayer as second mate the next spring.

In the spring of 1889 Captain McGowen was appointed mate of the schooner R. J. Carney, and in 1890 mate of the steamer Nellie Torrent, holding that berth three seasons, and in 1893 was appointed mate of the steamer Louis Pahlow, remaining in that position five consecutive seasons, and in 1898 was promoted to the position of master of the same steamer.

He is a member of the American Association of Masters and Pilots of Steam Vessels, a Knight of the Maccabees and a Knight of Pythias. He makes his home with his father in Port Huron, Michigan.

CAPTAIN DONALD S. McDONALD, master of the steamer Sevona for the season of 1897, is a native of Canada, born at Dunnville, Ont. August 28, 1861.

The Captain is a son of James and Margaret (Burgess) McDonald, both of whom reside at North East, Penn. The former, now a retired merchant, was born in Scotland, and the latter at Niagara Falls. There were seven children in the family, of whom James is a grocer at North East; John is assistant cashier of the First National Bank of Erie, Penn.; Arthur is bookkeeper in the same bank; Frederick is in New York, as correspondent of the bank; Annie lives with her parents; and Hall is a clerk in the grocery store of his brother James.

Capt. John Burgess, father of Mrs. McDonald, was a Scotchman, and at one time owned and sailed ships out of London, England, in the Mediterranean trade, and was also for several years on the Canadian lighthouse board, located at Dunnville, Ont. Capt. Alexander Sutherland, also a Scotchman, first cousin of Mrs. McDonald, first sailed the old iron steamer Magnet, which was brought to Canada in pieces, stowed away in a shiphold and put together at Kingston. She was in the passenger and mail service between Toronto and Montreal.

At the age of two years Captain McDonald removed to North East with his parents, where he lived until sixteen, in the meantime attending school. In 1877 he left home to indulge his desire to become a seafaring man, taking passage from New York to Glasgow, Scotland. After a stay on shore of about six weeks he shipped for the West Indies on the ship *Hilding*, of Christiania, Norway, and was wrecked on the coast of Ireland when but ten days out, all but three of the crew of nine being drowned. He remained aloft on a mast all night, but was released the next day, and taken to the castle of Sir Harvey Bruce, which was but a short distance from the scene of the wreck, and entertained for ten days. At the end of that period he proceeded to Londonderry, in the North of Ireland, and shipped on the merchantman *Huntington*, of Leith, Scotland, remaining eight months in the coast trade along the west shore of Ireland. His next service was as ordinary seaman on the steamship *Shumlee*, built on the Clyde for the China tea trade from Glasgow through the Suez canal to Hong Kong, stopping at Singapore. At Hong Kong the crew were all paid off because of the sale of the ship, and Captain McDonald remained ashore there three months. He finally shipped on the bark *Ida Melmore*, to Yokohama and San Francisco, at which latter place he remained ashore a month, and then took a voyage in the full-rigged British ship *Fiona* to Hull, England. They carried a cargo of wheat, and the voyage occupied 155 days. Upon his arrival at Hull, Captain McDonald immediately took passage by rail to Edinburgh and back to Glasgow, from there going to Downhill castle, the home of Sir Harvey and Lady Bruce, near the scene of his first shipwreck, where he made a visit of two weeks. Returning to Glasgow he shipped for Melbourne, Australia, upon the full-rigged ship *Ben Crughen*, and, upon reaching that destination, left to spend sixty days in the gold diggings south of Botany Bay. From Sydney, New South Wales, he went on board the ship *Hereward* (named for the last of the Saxon kings), which carried a cargo of coal to San Francisco, and from

that port returned to London, England, the trip taking 140 days.

From London Captain McDonald shipped on the bark *Shiner*, of Glasgow, which went on a voyage to Negapatam, Malay peninsula, thence to Calcutta, and from there to Liverpool, from which place he went by rail to Glasgow. After another short visit with his benefactors at Downhill castle, he shipped from Glasgow to Montreal on the *St. Patrick*, of the Allan line, which ship he abandoned upon arrival at her destination, going immediately to Kingston, Canada, where he began his lake career. It was in 1882 that he shipped before the mast on the schooner *Speedwell*, and after four months he left her to go one trip on the schooner *Mystic Star* to Chicago. From her he went to the schooner *Wells Burt*, bound for Buffalo, and then obtained a watchman's berth on the steamer *Havana*, of the Cleveland Transportation Company. That winter he was shipkeeper on the *Havana*, and others of the same fleet. The next season he was wheelsman on the *Havana* part of the time, and of the steamer *E. B. Hale*, of the Bradley fleet, the remainder, and during that winter obtained from old Capt. Ben Starnard, local inspector of Cleveland, a license as first-class pilot. For the season of 1884 he was second mate of the steamer *Vienna*, of the Cleveland Transportation Company, and in 1885 filled the same berth in the *Sparta*, until August, when he became second mate of the steamer *Ohio*, owned by Ryan & Johnson, of Sandusky, Ohio, John Estes being captain and managing owner of her. For the next three seasons he was mate of the *Ohio*, and in 1889 mate of the *Spokane*, owned by Thomas Wilson. In 1890 he was mate of the *Wiley M. Egan*, of the Fitzgerald fleet; 1891, of the *Kalagua*, owned by the Cleveland Cliffs Iron Company, and commanded by Capt. John Lowe; and in 1892 of the *Aurora*, owned by John Corrigan. In 1893 he was ashore, engaged in the real-estate and fire-insurance business, at North East, and during 1894-95 was master of the steamer *Nyanza*, of the McBrier fleet, of Erie, Penn. In 1896 the McBrier fleet added the steamer *Emily P. Weed* to its list of boats, and Captain

McDonald was given command of her, sailing her also for the seasons of 1897-98. She has been rechristened, however, and is now known as the *Sevona*. Captain McDonald is a member of the Ship Masters Association.

In December, 1888, he was married at North East, Penn., to Miss Jessie M. Town, by whom he has two children, Bruce and Jay. The former was named after Sir Harvey Bruce, the friend of his early sailing days. The family residence is at North East, Pennsylvania.

JOHN A. FRANCOMBE was born at Bristol, England, a son of the late John Francombe and Ursula (Shearn) Francombe, also natives of England. John Francombe, Sr. was a native of England and came to the United States in 1847, locating in Detroit, and filled the position of chief engineer on the Michigan Central & Great Western car ferry steamers, the *Union* and others. His last steamer was the *Brunswick*, the first iron steamer on the lakes and the largest at that time. He lost his life on the steamer *Brunswick*, which collided with the schooner *Carlingford*, November 12, 1881, and was a total wreck. His body was found ten days after near Black Rock, and taken to Windsor, Ont., for interment. Mrs. Francombe survived her husband only one year and died at Windsor, Ont., 1882.

To the same department of marine industry John A. Francombe has devoted the greater part of his life, and at the present time stands high in the estimation of his associates. At the age of fifteen years John A. Francombe entered the shops of the Detroit Locomotive Works, and there served an apprenticeship of four years. While there he ran a night ferry, known as the old row-boat ferry. After this time he went sailing on the steamer *Mary Pringle*, where he remained two years as second engineer, upon the tug *Constitution* he spent two years, and then went on the *Colin Campbell* as chief engineer. After sailing as chief engineer on the *B. W. Jenness* eight seasons, he went on the *Excelsior*, of the ferry line between Detroit and Windsor, and then entered the employ of the Bay City &

Cleveland Transportation Co., which is now changed to the Hope Transportation Company. He spent two and one-half years on the *Alpena* and two years on the *Alcona*, afterward going to the steamer *Thomas S. Christie*, of which he is part owner. At the present time Mr. Francombe is manager of the Hope Transportation Company, and owns considerable interest in the steamer *W. R. Stafford*, schooners *John A. Francombe* and *Ed McWilliams*, all of which were built under his instructions and management.

On March 4, 1872, he was married to Miss Matilda Bell, of Ogdensburg N. Y. Their children were: Irvin A., employed as chief engineer of the steamer *Lagonda*; Alice, Anna, Agnes, and John A., Jr., who are in school; and Nelson, who died in 1891 at the age of three years.

Mr. Francombe is a member of the M. E. B. A., I. O. O. F. and A. O. U. W. at Detroit. He is a brother of George Francombe, Jr., and cousin of Charles and Thomas and nephew of George Francombe, Sr., all of whom are marine engineers, well-known along the chain of lakes at different points.

IRVIN A. FRANCOMBE is the youngest chief engineer on the lakes, and although but twenty-four years of age at this writing, is in charge of the machinery of the *Lagonda*, one of the largest type of freight steamers. It is therefore presumable that he is a born engineer and mechanic, inheriting from his forefathers the ingenious qualifications so necessary in his profession. The Francombes, as is well known, have been engineers for many years, and our subject is a worthy representative in the third generation. He is the son of John and Matilda (Bell) Francombe, and was born May 7, 1874, and the day that he reached the legal age required by steamboat inspector service of the United States, he applied for and received his license. He is a young man of splendid physique, well educated, and an accomplished engineer and mechanic. His first experience on the lakes in a regular capacity was as oiler in the steamer *W. R. Stafford*, his father being

chief engineer at the time. Previous to this, however, he had been around steamboats from his boyhood, taking advantage of every occasion to learn something. At the end of the season he went to work in the Frontier Iron Works, in which concern his father was a stockholder, to qualify himself for the position of chief engineer. He remained with that firm six years, during which time he was engaged in constructing and erecting engines, among which are the steamers W. H. Gilbert, Merida, C. F. Bielman, Pathfinder, Samuel Mather and Appomattox. In the spring of 1896, Mr. Francombe entered the employ of John Mitchell as first assistant engineer in the new steamer Lagonda, holding that office two seasons, and in 1898 he was promoted to the position of chief of the same, thus giving evidence of the confidence reposed in him.

He is a member of the Marine Engineers Beneficial Association, and makes his home with his parents at 653 Congress street, East Detroit, Michigan.

HERBERT J. HAWTHORNE is one of the most promising young engineers now sailing the lakes, and possesses a great fund of sound common sense and philosophical logic. He was born in Big Beaver, Mich., and acquired his education in the public schools of that town. He is a son of Robert and Catherine (Dunn) Hawthorne. His father was one of the patriots of the Civil war, having enlisted in 1861 in the 22nd Mich. Vol. Inf., and serving throughout the conflict. His regiment was in the Army of the Cumberland, and participated in all the hotly contested battles in which General Sherman's army was engaged, up to the fall of Atlanta. The regiment was then incorporated with General Thomas' army and returned to Nashville, Tenn., where they met and defeated General Hood. The father received a flesh wound in the left leg, at the battle of Chickamauga, but was soon ready for duty again. His father's two brothers, William and John, also enlisted and served the country faithfully, John being in the Army of the Cumberland and William in the 7th Mich. Vol. Cav., assigned to the

Army of the Potomac. All are well-to-do farmers, and enjoy the privilege they have on winter's nights in coming together and recounting the different phases of their soldier life.

But to return to Herbert J., the subject of this sketch: After leaving school he went to Bay City, and entered the employ of the Folsome Arnold Milling Company, but he remained only one year on account of illness. After his recovery he went to Chicago and engaged in the milk business for two and one-half years. On the occasion of his visit to the World's Fair, his desire of becoming an engineer again came to the front, and on April 1, 1894, he shipped as fireman on the steamer Masaba. The next season he joined the steamer Cumberland in the same capacity until July 1, when he transferred to the steamer Alfred P. Wright. In the spring of 1896 he shipped on the steamer Pathfinder as oiler. In 1897 he was granted first assistant's papers, which covered steamers of 2,225 tons, which is considered exceedingly good for a first issue, and he was appointed second engineer of the steamer City of Genoa, the flagship of the J. C. Gilchrist fleet. Mr. Hawthorne is a member of the Marine Engineers Beneficial Association No. 53, of Marine City, Mich. When ashore he makes his home with his father in Big Beaver, Michigan.

JAMES SPEARS, whose death occurred March 5, 1898, was one of the well-known engineers sailing out of the port of Cleveland. He was a son of Adam and Marion (Sommerville) Spears, both of Scotch birth, and who came to the United States in their youth, locating in Niagara county, N. Y., where they were married. Their children are Robert, James, John, Oliver, Rachel and Euphemia. Adam Spears, the father, died at the age of eighty years, but the mother, who is seventy-seven years of age, is still living.

James Spears, the subject of this biography, was born near Lewiston, Niagara Co., N. Y., May 24, 1848. During the summer months he worked on the farm with his father, and in the winter attended the district schools until 1860, when he went to

Detroit and entered the locomotive works to learn the machinist's trade. In the spring of 1861 he shipped as oiler on the steamer *Forest Queen*, of the Ward line, and early in 1862 he fired a locomotive on the Flint & Pere Marquette railroad, but finished the year at Saginaw loading vessels. In 1863 he shipped with Engineer James Reed, as oiler, on the steamer *Reindeer*, which berth he held two seasons, thereby gaining a strong foothold for his engineering knowledge—which served him to such good purpose in later life—under the eyes of that accomplished officer, who so long engineered the fine side-wheel passenger steamers of the Detroit & Cleveland Steam Navigation Co. In 1865 he then shipped on the river tug *Stranger*, remaining to the close of the season. In the spring of 1866 he took out an engineer's license in Chicago, and was appointed to the tug *Oriole*, of the Brown-Prindiville line. He began the following season by firing on the *Oriole*, but finished the year as machinist in the shop of Murphy & Tarrant. In the spring of 1867 he entered the employ of Prindiville & Harmon, with whom he remained six years.

In the spring of 1874 Mr. Speers went to Muskegon, Mich., as division master of the Chicago & West Michigan railroad, and in 1875 entered the employ of Hackley & McGordon, and engineered the tugs *Charles Hackley* and *James McGordon*, alternately for five years. In 1880 he went to Fort Howard, Wis., and worked for McDonald & Billings as chief engineer on their tugs, the *James McGordon*, which he brought out new, and two others, also had charge of the machinery of their sawmill. In the spring of 1881 he went to South Chicago, and was appointed chief engineer of the steamer *Massachusetts*, of the Inter Ocean Transportation Company, remaining on her two years. In 1883 he went to Cleveland and worked one year in the *Globe Iron Works*. In 1884 he was appointed chief engineer of the propeller *Progress*, after which he worked eighteen months in the machine shops of the Cleveland Ship Building Company. In 1888 he was appointed chief engineer of the steamer *Maurice B. Grover*,

and the following season was transferred to the *Superior*, then, in the spring of 1890, joined the steamer *John B. Glidden*, as chief engineer, remaining through the season. He passed the next four years in shop work in the Cleveland & Chase machine shops. In the spring of 1894 he was appointed chief engineer of the steamer *Olympia*. During that fall he contracted sciatic rheumatism, and was compelled to remain ashore the following season. In 1896 he was again appointed chief engineer of the steamer *John N. Glidden*, which he laid up at the close of navigation. He was the possessor of twenty-nine issues of marine engineer's license, and held a membership in the Marine Engineers Beneficial Association.

In 1880 Mr. Speers was united in marriage to Miss Jennie De Witt, of Muskegon, Mich. Three children have been born to this union: Marian Rachel, Hazel Euphemia and Ethel Alberta. The family residence is in Cleveland, Ohio.

CAPTAIN SAMUEL E. LEONARD is a marine engineer who has distinguished himself for his bravery in rescuing persons in danger, and who is now engineer of the Main street bridge in Cleveland. His birthplace was Lancaster, Fairfield Co., Ohio, having been born there in 1865. His parents were Samuel and Mary (Bowers) Leonard, the former born in 1827, in Columbiana county, Ohio, and the latter in 1838, in Pickaway county, Ohio. Mrs. Bowers, the mother of Mrs. Leonard, was born in Virginia in 1815, and is still living. Samuel Leonard was at one time a farmer in Indiana, and up to the year 1872 he was superintendent of the Ohio canal. His death occurred in 1890.

The subject of this sketch began his seafaring career as fireman on the tug *Castle*, in 1882. Up to that time he had been employed on the Ohio canal. He was attentive to his duties and watchful of his employers' interests, and he had advanced to such a degree in 1887 that he was able to take out an engineer's license. Four years later he was in possession of a license for pilot or captain. Other vessels he has been connected with are the steamer *Cyclone*, of

Chicago, of which he was fireman; the tug Maytham, of Cleveland, of which he was engineer two years; the H. L. Chamberlain, Florence, Curtiss, Dreadnaught, W. W. Richardson, all of Cleveland, one year each; the tug A. Miller, of Chicago, of which he was engineer one year.

Captain Leonard has been somewhat interested in owning floating property during recent years. In 1891 he purchased a half-interest in the tug Florence, but this vessel was lost in collision September 28, the same year, and the case is still pending in the United States courts. Three years later he purchased a half-interest in the tug W. W. Richardson, selling the same in 1895 to take his present position as bridge engineer. During the year 1889, while Captain Leonard was engineer of the tug Maytham, towing rafts of logs from Rondeau, Canada, to Cleveland, he was instrumental in saving the lives of five men and a woman from the schooner Lewis Ross. The schooner went ashore near Rondeau, and was seen to be rapidly breaking up. Captain Leonard took the yawl boat of the tug, manned it with a volunteer crew and made three trips to the wreck. The yawl boat capsized twice before it reached the wreck the first time, and the four men in it were thrown into the water each time. All were good swimmers except Captain Leonard, who, as he relates the story now, could not swim a stroke but managed to get into the yawl again. All on board the wrecked schooner were saved, but the vessel went to pieces an hour afterward. Captain Leonard and the men who went with him in the yawl were promised medals of honor from the Canadian government, but have never received them.

In 1894, the Captain was married to Miss Kittie Kavanaugh, of Cleveland. They have two sons: H. B. Leonard, who was born in 1895, and S. C. Leonard, born in 1897.

J. H. GILBO, is one of the prominent and well-known engineers of Chicago, and is a thorough mechanic, having had an extended and varied experience as an engineer, both on the lakes and on shore. He was

born in Cape Vincent, N. Y., December 16, 1842, and received the advantages of a common-school education. He learned the machinist's trade at Ogdensburg and at Cleveland, and was early attracted to the lakes, when a boy sailing on schooners. Before he became regularly identified with the lakes, however, he had gained experience as a stationary engineer. Mr. Gilbo began sailing in 1865, shipping from Ogdensburg on the propeller Cleveland, plying between Ogdensburg and Chicago, and remained on this boat eight seasons, subsequently becoming engineer of the Milwaukee, the passenger steamer Nashua and the Milwaukee until 1877. In that year he removed from Ogdensburg to Bay City, Mich., and for two seasons was engineer on tugs for Mitchell & Co. Mr. Gilbo varied his mechanical experience by becoming a stationary engineer, and then returned to the lakes as assistant engineer of the S. D. Caldwell, in which position he remained four months.

In 1880 he came to Chicago, and was for a time engaged as an engineer on the West side. In 1882 he fitted and brought out the George T. Burroughs, remaining on her until August of that year, finishing the season as engineer of the Granite State. For three years thereafter Mr. Gilbo was engineer of the C. P. Kimball Carriage Factory, on Wabash avenue, but in 1886 returned to the lakes, becoming assistant engineer of the Chauncey Hurlburt for one season; for a short time he took charge of a building in Chicago, and subsequently became chief engineer of the steambarge Fayette, and filled the same responsible position successively on the Ida M. Torrent, the Waverly and the Fayette Brown, of Detroit. Laying up the last named propeller, he was chosen engineer of the Olympia, of Cleveland, for a part of the ensuing season, and was next assistant engineer of the Pontiac. Receiving the appointment of chief engineer of the Superior, he was successively on that vessel, the E. B. Hale, the Hesper, the Morris P. Graves, and during the season of 1898 on the Pasadena, of the same line. Throughout his long and responsible career Mr. Gilbo has been a care-

ful and efficient officer, and has acquired a valuable and extended experience that is equaled by that of few lakemen. He is calm in manner, never disturbed by trifles, and is, withal, decisive when prompt action is required.

CAPTAIN DORIN ELLIOTT, whose long and varied experience in large raft-towing tugs, had made him one of the most prominent captains on the lakes in the handling of enormous rafts, is still a comparatively young man, having been born August 28, 1863, at Port Burwell, Ontario, a son of John and Amanda (Matthews) Elliott. His father was master and owner of several vessels, among which were the Canadian schooners Burlington and J. B. Skinner, fine boats in their day. He retired from active life on shipboard in 1860, and ten years later removed with his family to the United States, locating in Augres, Mich., where he died in the year 1891. His other sons are, Frank, who is master of the steamer John Spry, of Chicago, and David, master of the tug Robert Emmet, owned by Captain Boutell, of Bay City. The mother is still living in Augres.

After acquiring a public-school education in Augres, Capt. Dorin Elliott shipped as watchman on the tug Waldo Avery, closing the season in her as wheelsman, which berth he held until the fall of 1880. The next season he entered the employ of Mitchell & Boutell as mate on the tug Annie Moiles two seasons. In the spring of 1885 he shipped as watchman and wheelsman in the tug Music, followed by a season in the steamer Burlington in the same capacity. In the spring of 1888 he again entered the employ of Captain Boutell as master of the Annie Moiles, remaining in her two seasons. He then sailed the tug Acme, formerly the Music, for the Michigan Log Towing Company, until October 14, 1893, when she foundered about twenty-five miles from Thunder Bay, Lake Huron, this being the same day that the Wocoken and the Dean Richmond and several other schooners went down, involving great loss of life. It was thought that the loss of the Acme was occasioned by the breaking of the feed pipe; she

was attached to a 5,000,000-foot raft. The crew were rescued by the Canadian tug Reliance. In 1894 he shipped as mate of the steamer Minnie E. Kelton, owned by Capt. P. C. Smith, of Bay City, and the next season he was transferred to the lake tug Peter Smith, as master. In the spring of 1896 Captain Elliott was appointed master of the steamer Germania, and the next season master of the steamer Robert Holland. In the spring of 1898 he was assigned to the command of the large lake steamtug Boscobel, the flag-ship of Boutell & Smith's fine fleet.

Socially, he is a Master Mason of Winona Lodge No. 256, West Bay City, Mich., and a member of the Independent Order of Foresters.

On December 7, 1892, Capt. Dorin Elliott was wedded to Miss May, daughter of George White, of West Bay City, Mich., to which union one daughter, Gertrude, has been born. The family homestead is at No. 406 South Henry street, West Bay City, Michigan.

CAPTAIN PETER THOMPSON, master of the steamer Nebraska, is well known to Buffalo marine men, that port having been his home for several years. He has followed the life of a sailor for seventeen years, and has spent the last eight years in the employ of R. H. Hebard, general manager of the "Soo line," the Nebraska having been his first command.

Captain Thompson is a native of Norway. He is married and resides at No. 12 Maple street, Buffalo, N. Y. He is a young man, and his future in the lake marine is sure to be one of success. Socially he is a member of the Ship Masters Association, Lodge No. 1.

E. DETLEFS was born in Hamburg, Germany, July 10, 1868. His father, Richard Detlefs, was an ocean steamship captain for about forty years, and his grandfather was also an ocean captain and vessel owner.

He came to America at the age of thirteen years, and settled at Port Clinton, Ohio. There he received a common-

school education, and soon after removed to Cleveland. He then began his marine life by sailing on the schooner Benson as boy. Here he remained two seasons, and then went on the schooner Montgomery. From this boat he sailed on several others as boy, and then went before the mast on the Selkirk, and remained part of a season, finishing on the Thomas L. Parker. The following year he went on the James Pickands as wheelsman, remained one season, and was made second mate the next season. He next joined on the Christy as second mate, and then was on the W. D. Rust and Horace B. Tuttle as mate. He was pilot on the Cleveland firetug for the next nine months, and filled a like position on several lake and river tugs. In 1893 the command of the Horace B. Tuttle was given him, which vessel he sailed for one season. The following year he went on the Nahant, and in 1896 on the Andaste.

Mr. Detlefs is a member of the I. O. O. F., and of the Ship Masters Association.

CAPTAIN LEWIS E. KING, who has been principally identified with the lake marine as master of tugs during the past eighteen years, numbers among his ancestors many master mariners. His parents were Capt. George W. and Phelemon King. The father, whose marine life extended over many years, was eminently successful, he acquiring many vessels during the time when the ordinary schooner could pay for herself in freights in a short time, lumber carrying at that time being paid for at the rate of from \$7 to \$9 per 1,000 feet. His first investment was in the Traffic, a small ferryboat which he built and operated on the Saginaw river, and the first steam ferry ever in use in that locality. Among other vessels of which he was owner were the tugs Tiger, Hercules, Haight, T. M. Moore, George B. Dickson, the steamer Bradbury, and towbarges Saginaw, Globe, Roscius and Montmorency. He retired from active business life in 1894, and two years later passed to the harbor of eternity, his death occurring at the old homestead, which was erected in 1860, in West Bay City, Michigan.

The subject of this article, Lewis E.

King, was born on the old homestead August 20, 1862, the town being then known as Winona, and here he attended the public schools until he reached the age of eighteen, completing his education by graduating at the high school. He sailed with his father in different vessels during vacations and readily learned the business. In the spring of 1880 he was placed in charge of the tug Haight, owned by his father, and sailed her two seasons, when he was transferred to the tug T. M. Moore as master. In the spring of 1883 he was appointed master of the tug Dickson, the largest in the line, and sailed her five years. Captain King then went to Detroit and entered the employ of Capt. S. B. Grummond as master of the lake tug Oswego. In 1889 his father purchased the steambarge Mary Pringle, and the Captain succeeded to that vessel, sailing her until she was sold. In 1891 he went to Duluth, Minn., and was engaged by Captain Inman as master of the tug J. L. Williams, on which he remained until August, when he was transferred to the iron tug Record, and sailed her until the spring of 1892, using her as an ice breaker in the bay. He also looked after a part of Capt. Alex McDougall's whaleback fleet in winter quarters at Duluth.

During the winter of 1893 Captain King opened a ship broker's office in the Polladis building, Duluth, associating with him J. H. Norton, and were known under the firm name of King & Norton. This company purchased the steamer Otego, and the Captain sailed her until August, when he became a member of the firm of Smith, Fee & Co., who established a tug line in opposition to Capt. B. B. Inman, and operated the tugs Pathfinder, A. C. Adams, Ed Fiske, Jr., and J. W. Eviston, the Captain acting as manager of the line. These tugs passed into the hands of Captain Inman by purchase after three months, and Captain King again assumed command of the steamer Otego. In the spring of 1894 he went to Cleveland, and sailed the tug Joe Harris for the Vessel Owners Towing Company; the next year acting as night or day dispatcher at the dock. In the spring of 1896 he returned to Duluth, and again entered

the employ of the B. B. Inman Tug line as master of the tug J. L. Williams, being transferred to the L. L. Lyon, and sailing her until the close of the season of 1897. During the winter he again went into the vessel brokerage business with J. H. Norton, their office being at Nos. 504 and 505 Torrey building, Duluth, and devoted their time to the purchase and sale of vessel property. This partnership, under the name of J. H. Norton & Co., still exists, and they now own the tugs Minnie Karl and McRey, which have been furnished with new engines and boilers, and used in the log-towing business. In the spring of 1898 Captain King was appointed master of the lake tug Bob Anderson, in which he is still engaged.

Socially, he is a member of the Ship Masters Association, and carries Pennant No. 415, and is a member of the Knights of the Maccabees.

On August 20, 1882, Captain King was united in marriage to Miss Margarette, daughter of John and Annie Prebster, of Bay City, Mich., and they have one daughter, Marie, who is a pupil in the Lakeview public schools. Captain King and family reside in Lakeview, Minn. Mrs. King's father is a millwright by trade, and with his family still occupy the homestead in Bay City, Mich., which he built in 1862, when he settled at that place.

CAPTAIN EDWARD WILLIAMS, who has been in command of the Lawrence since March, 1897, is one of the younger masters on the Great Lakes, but he well deserves the confidence reposed in him by his employers, all the more because he is a self-made man, having risen to his present responsible position by efficient and faithful service in the humbler capacities on board ship.

Mr. Williams is a native of Michigan, born in Quincy, November 15, 1871, and is a son of Robert Williams, who is a blacksmith by occupation. The father was born in Conneaut, Penn., and located in Michigan many years ago, and in 1879 removed from Quincy to St. Joseph. Edward received his education in the public schools of Onekama, Mich., which he attended until

he was sixteen or seventeen years of age, but the greater part of his education has been acquired by reading and in the school of practical experience. He commenced sailing as cook on small schooners, and worked on that class of boats for seven years, during which time he advanced steadily until he became mate. Following this he went on the Petoskey as watchman for one season, and the succeeding season he served on the same boat as wheelsman. His next berth was on the John D. Dewar, running between Frankfort and Manistee, which he commanded for a season of ten months, and on leaving her he became second mate of the P. J. Ralph, of St. Clair, remaining with that boat all of one season and part of another. He now returned to the Petoskey, on which he acted as mate for one year, and in March, 1897, he became captain of the Lawrence, in which position he has since been retained.

Captain Williams has been remarkably fortunate during his experience on the water, and he is regarded as a thoroughly reliable man by all who know him. He is a member of the Ship Masters Association No. 6, of Milwaukee, Wis., and carries Pennant No. 1044. Fraternally he unites with Frankfort Lodge No. 173, K. of P.

On March 15, 1898, Captain Williams was married to Miss Addie V. Smith, of Frankfort.

FRANK BINGHAM was born February 24, 1862, at Niagara Falls, and received part of his education in that place and the remainder at Buffalo. His parents, George and Edna (Bell) Bingham, are Americans by birth.

Mr. Bingham's first employment was in the boiler works of Dempsey Brothers, at Buffalo, where he remained seven years. In 1886 he became engineer of the steam-yacht Eddy, upon which he remained two years, following this with about ten years' service in the same capacity on the following Buffalo tugs: George Fullerton, Lewis Mills, Silver King and John Edwards.

On July 3, 1879, Mr. Bingham was married at Buffalo, to Emma Oldman, and they have the following-named children: Edna

Belle, Pearl May, George F. and Gracie G. Mr. Bingham is now employed in the boiler shops of Farrar & Trefts.

JOHN DRACKETT is well known among lake fraternity as a shipbuilder of considerable note. He was born in 1832, at St. Albans, England, a son of Philip and Elizabeth Drackett, and there received his education at the hands of paid tutors, as was the custom in some parts of England, the expenses being one penny per week. The father was a contractor, and John worked with him a number of years.

In 1851 our subject removed to the United States, locating at Cleveland, Ohio, where he went to work in the shipyard of Roderick Calkins, on Whiskey Island, serving his apprenticeship there and remaining until 1857. In that year he built the sloop Trial for trawl fishing, which was so much in practice in the English Channel. He then went to work for Tinsdale & Johnson, remaining two years; in 1860 went to Pigeon River under contract with M. R. Calkins, and superintended the building of the schooner Frank Crawford; in June, 1861, he returned to Cleveland and entered the employ of Stephen & Presley, afterward going to the yard of Peck & Masters to superintend the construction of the schooner Golden Fleece and tug I. U. Masters, the steamers Toledo, Arctic and Pacific, and tug Matamora. He then took jobbing work on the Cuyahoga river for Stephens & Presley, Quayle & Martin and Alva Bradley, in the meantime building the tug Winslow. In 1867-68 he worked in Gibraltar for R. Calkins, and built the schooner Jane Ralston; in 1869 went to work for the Lafrienier Bros., as foreman on the propeller Roanoke and schooner William Grandy. In 1870 he united with Church, Eaton & Co., and bought a dry dock at the foot of St. Paul street, but that fall sold out his interest, and in the spring of 1871 he went to Black River to work on the schooner Thomas Gawn, and the steamer Sarah E. Sheldon; in 1872 he again went to work for Lewis Lafrienier, this time on the schooner S. H. Foster and steamer Cormorant; in 1873

went to Saginaw and built the steamer J. Davidson. In 1874 he removed to Detroit, and entered the employ of Clark, building the J. Pidgeon, Jr., and, in 1875, the passenger steamer Pearl. In 1876 he entered the employ of A. Bradley on contract work, on which he was engaged four years; in 1880 built the steamer Henry Chisholm, which at that time was the largest on the lakes. In 1881 he went to Toledo and built the big schooner David Dows, the only five-masted schooner on the lakes, and schooner Marvin for the Bailey Bros. In 1882 he went to work for the Globe Dry Dock Company, on the Continental and Magnetic, and after working two years as foreman for William Radcliffe, he returned to the employ of the Globe Dry Dock Company, and worked on the steamer H. J. Johnson, and George Presley, two ferry boats, Superior and Duluth, the steamer Atlanta, also some scows, and superintended the construction and sinking of the first water works cribs for the city of Cleveland. He also assisted very materially in the rebuilding of the Cleveland Dry Docks. In 1896 he was called to Toronto, Canada, to superintend the launching of two large steel steamers. He has virtually retired from active work, but is often called on surveys. He is a member of the I. O. O. F.

In 1854 Mr. Drackett was united in marriage with Miss Mary Lewis, and their children are: Philip W., John R., Daniel C. (a sketch of whom follows), William B., Miranda M., Helen E. and Effie M. Mr. Drackett's mother died in 1897 at the age of ninety years. The family residence is at No. 492 Franklin avenue, Cleveland, Ohio.

DANIEL C. DRACKETT, who has been closely identified with his father, John Drackett, in dry-dock and shipbuilding work for the last twelve years in Cleveland and other ports, is a young man of fine physique and of great promise in his chosen profession. As a general contractor and purchasing agent he well deserves mention in this volume. After severing his connection with the Cleveland dry dock, when it changed management, he engaged in a gen-

eral contracting business, building breakwaters and doing repair work. In October, 1896, he went to Detroit to superintend work then being carried forward by Wayne county, which was completed to the satisfaction of the commissioners. He then superintended the work on the channel at Grosse Point and Rouge river, which was completed in 1898, Mr. Drackett then returning to Cleveland, the place of his birth, to follow up other lines of usefulness.

WILLIAM ARTHUR HAYES, who is one of the younger engineers sailing out of Buffalo harbor, was born in the city of Buffalo in 1870. He attended the public schools of his native city until reaching the age of sixteen years, after which he entered the employ of Messrs. Farrar & Treft, to learn the machinist's trade. After remaining with that firm four years, he went to work for W. Case & Co.

In the spring of 1892 Mr. Hayes shipped as oiler on the steamer Northern Wave, of the Northern Steamship Company, and continued as such one season, spending the following winter doing repair work for the same line, and going on board the Northern King in the spring, remaining on that boat two seasons. In the spring of 1895 he went as oiler on the North Queen, and in the spring of 1896 was advanced to the position of first assistant engineer of the same boat, laying up with his steamboat at the close of navigation. In 1897, he entered the employ of the Erie line, sailing on the steamer Owego as second assistant engineer, until November, when the crew was cut down, and the second assistant engineer, as well as a number of others, was laid off.

Mr. Hayes is a member of the Marine Engineers Beneficial Association of Buffalo. He resides at No. 350 Main street, Buffalo, New York.

GEORGE RANSIER is a son of Andre Ransier, a carriage maker of Collingwood, Ontario, and he was born in 1862, and spent his boyhood fishing on Georgian Bay. His first sailing was in 1882 when he became watchman on the steamer Oneida. Then he was lookout successively on the steam-

ers Japan, Alaska and Starrucca, and wheelman on the steamers Blanchard, Delaware, Japan and Boston, spending one season in each vessel. He was second mate of the Empire State one season, of the James Fisk two seasons, and the passenger steamer State of Ohio one season. He was first mate of the passenger steamer State of New York during the season of 1894, and pilot of the same vessel the following season. During the season of 1896 Mr. Ransier was pilot of the State of Ohio.

In 1891 Mr. Ransier was married to Miss Maggie McLane, of Collingwood, and they have one son, Andrew.

H. D. LIGHTHALL, who has been engineer of the Times building, Chicago, since 1895, was born in Huntingdon, Canada, in 1857, a son of H. S. and Ellen (Crinklaw) Lighthall, the former a native of Troy, N. Y., and the latter of Essex county, the same State. The father now resides in Chicago. Our subject was reared and educated in New York, and when a boy went on the lakes, being identified with the lake marine for many years.

In 1870 Mr. Lighthall began sailing from Ogdensburg, N. Y., as mess boy on the steamer Ada in the United States lake survey, and remained two years in that service. He was then employed as second cook on the steamer Glasgow, but finished the season as first or chief cook. The year 1874 was spent in the East, and the next season (1875) was on board the ferryboat plying between Ogdensburg and Prescott—the steamer Transit, of the Grand Trunk and Vermont Central railroads—remaining on her until August of that year. The following three years he was with the Whitney line, of Detroit, on the Albany, and then came to Chicago, where he fitted out the Garden City, plying between Chicago and Ludington, Mich., in the passenger and freight trade. He served as lookout on her for a time, and afterward engaged in firing on the steamer Nashua. He fitted out the Champlain at Cleveland, Ohio, and was on her until July, when he transferred to the Albany, but left her at Ogdensburg, N. Y., after one trip, and shipped on the India,

making one trip, to Saginaw, Mich., and the same year (1879) he was on the Adiron-dack for a time.

After a short time spent on the Welland canal, he returned to Ogdensburg as lookout on the steamer Maine, and was later on the City of Toledo. In 1880 he came to Chicago and shipped as wheelsman on the steamer Anna Laura, engaged in the lumber trade, but remained on her only twenty-five days, when he transferred to the schooner William Jones. He then made a trip to Hancock on the steamer Peerless, of the Leopold & Austrian line, after which she was laid up in Chicago. The next season Mr. Lighthall helped to fit out the Game Cock, engaged in the lumber and grain trade, and on her filled the berth of cook. He was next on the Anna Dall, engaged in the lumber and stone trade, and from her went to the City Chicago, laying her up at the close of the season. He was then steward on the Lincoln Dahl a part of a season, also on the Charles Reitz, followed by a season on the schooner Ada Thedora, running to Sandusky and Traverse City in the lumber trade. His next berth was on the Allegheny, of the Anchor line, for a part of a season, and on leaving her at Chicago shipped on the George Dunbar, where he finished the season and remained until October of the following season. After a time spent on the tug Prindiville he transferred to the tug Tom Brown, remaining on her two seasons, and he then accepted the position of assistant engineer for Donahue & Henneberry in Chicago. The following season he was in the St. Paul, Minn., until July, when, coming back to Chicago, he shipped in the steamer Worthington and closed the season on her. The next season he was engaged in the lumber business on Cedar river, and then returned to the lakes, shipping on the Hattie Perew for a part of a season, and from her transferred to the Worthington, on which he finished the season and remained the following season. Retiring from the water in 1891, he entered the employ of Mr. Leiter as engineer, and in 1892 was chief engineer of the Lee's estate at Nos. 108 and 110 Randolph street. On resigning

that he accepted his present position as engineer of the Times building. He received his first issue of license as engineer in 1891, and is now a member of the Progressive Stationary Engineers Association No. 3, and of the Knights of the Maccabees.

In 1881 Mr. Lighthall was married in Chicago to Miss Hattie Behnke, and they now have two children: Henry Schuyler and Agnes Ruth.

WILBUR H. JEROME is a well-known and highly qualified marine engineer, and before sailing thoroughly learned the machinist's trade in the Cleveland City Forge, and in the machine shop of the Globe Iron Works Company.

Mr. Jerome is a son of Henry and Harriet S. (Hughson) Jerome, and was born on December 23, 1860, in Trenton, Wayne Co., Mich. His father also sailed some, but in 1861, at the breaking out of the Civil war, he enlisted in the 5th Mich. Vol. Inf., at Fort Wayne, Detroit. His regiment was assigned to the Army of the Potomac, and took an honorable part in the battles of Bull Run, Fair Oaks, the seven days fight in the Wilderness, and at Gettysburg. He was wounded in the last named battle, a canister ball from a masked battery passing through both thighs. He was promoted to rank of sergeant. He lay in the hospital many weeks, suffering from his wound, but was ministered to by the loving care of his wife, who was soon at his bedside, and he eventually recovered. Previous to his enlistment he had been in charge of the engines in the Wyandotte Rolling Mills. After his honorable discharge from the army he went to Cleveland, where he entered the employ of the Cleveland City Forge & Iron Co., as engineer, and was soon advanced to the foremanship of the entire plant, giving good satisfaction in the performance of his duties. He died in the summer of 1888, at the age of sixty-two years. The wife and mother is still living in Cleveland.

Wilbur H. Jerome had the advantage of the excellent public-school system of Cleveland, and finished his education in the Brooks Military Academy in that city, attending

that institution three years. He then went as an apprentice to the machinist's trade in the Cleveland City Forge & Iron Co., where his father was foreman, remaining about two years and a half, after which he put in two years in the shop of Lord & Bowler, brass and iron founders. In 1880 he entered the employ of the Globe Iron Works, remaining with them until 1886, when he took out first assistant marine engineer's license, and shipped in the steamer J. H. Wetmore, but closed the season in the Colonial. The next season he put the machinery in the steamer Specular, and sailed in her as first assistant engineer, with Robert Neil as chief. In the spring of 1888 Mr. Jerome shipped as first assistant in the Charlemagne Tower, but later went as first assistant on the steamer Pasadena. The next spring, while engaged in fitting out the steamer Samoa as second engineer, he was appointed chief in the steamer Araxes, but before the close of the season he assumed charge of the engines of the steel steamer Northern Queen.

In 1890 Mr. Jerome was appointed chief engineer in the steamer Grecian, of the Menominee Transit Company. The next three years were passed in the employ of Henry J. Johnson, of Cleveland, as chief engineer of the steamers Horace A. Tuttle and Henry J. Johnson, remaining one year on the former and two years on the latter. His next berth was in the passenger steamer Atlanta, of the Goodrich Transportation Company, as chief engineer, an office which he has held four successive seasons. He is recognized as a first-class mechanic, and during the winter months has been employed in the Globe Iron Works, at times as night foreman, and assisted in putting up the machinery of the Northern Steamship Company's boats and the passenger steamer Virginia. He is a member of the Marine Engineers Beneficial Association, and is now financial secretary of the Manitowoc Lodge; he is also a member of the Independent Order of Odd Fellows and the Ancient Order of United Workmen, both of Manitowoc. In February, 1891, Mr. Jerome was wedded, in Cleveland, to Miss Ella, daughter of Charles A. Halsey, of Whiting, Ind.

Two children, Wilbur H. and Lulu M., have been born to this union. The family homestead is at No. 4 Goulder avenue, Cleveland, Ohio, although they reside in Muskegon, Mich., on account of his business interests. Mrs. Jerome's father has charge of the boiler works department of the Standard Oil Company at Whiting, Indiana.

ALMON C. KROGMAN, a young engineer, who, by close attention to the duties of his profession, and his many natural qualifications, has rapidly come forward in the lines of his calling. He is a son of Henry and Sophia (Ede) Krogman, and was born in Geneva, Mich., March 23, 1867. His father, who is a carpenter by trade, now resides in Chicago.

The subject of this sketch learned the machinist's trade in the shop of Capt. J. S. Dunham, located on Franklin street, Chicago, serving an apprenticeship of three years. It was in the spring of 1893 that he determined to become a marine engineer, and shipped as oiler on the steamer City of Kalamazoo, plying in the passenger and fruit trade between South Haven and Chicago. The next spring he applied for and was granted a license as second engineer, and was appointed to the City of Kalamazoo, holding that berth two seasons, when, in the spring of 1896, he transferred to the steamer H. W. Williams, operated by the same company, and also served as second on that vessel, and in 1897 we find him filling the position of chief engineer on the same vessel; in 1898 he was transferred to the City of Kalamazoo as chief, which position he still holds. He has two brothers on the lakes—William F., who is acting as second engineer on the steamer Kalamazoo, and John, a fireman on one of the tugs of the Barry Tug line, operating out of Chicago.

Mr. Krogman is an ardent member of the Marine Engineers Beneficial Association No. 102, of South Haven, Mich., and at its last election was chosen president of that body. He is also a Knight of the Macca-bees.

On December 23, 1891, he was united in marriage with Miss Lina, daughter of Henry and Harriet Eisenlohr, of Bangor,

Mich., and they have two sons, Albert and Ralph. The family homestead is situated on Green street, South Haven, Michigan.

JOHN LAUDVICK, who has had some experience as a salt-water sailor, is a native of Norway, having been born in Bergen in 1868. He is a son of Johannes and Mary (Johnson) Laudvick. He attended the public schools in Bergen only two years, but later took advantage of an opportunity to acquire a good education.

In 1884 he joined, as ordinary seaman, the ship *Nora*, out of Bergen bound for Hull, England, and was wrecked on the return voyage in the North Sea. After suffering extreme cold weather for two days and a half in the small boats, the crew was picked up by an English steamer and returned to Hull. On arrival at that port the Norwegian consul found a place for him on the English ship *Penora*, bound for Calcutta, and he remained on her in the East India trade eighteen months. In 1886 he quit the *Penora* in New York and shipped in the schooner *Fred Gowan*, at that time engaged in the coasting trade between Boston, New York and Baltimore, remaining one year. He then stopped ashore, and took railroad passage for Hawley, Clay Co., Minn., and went to work on his aunt's farm.

In the spring of 1888 he went to Duluth and found occupation in the roundhouse of the Great Northern Railroad Company, oiling and caring for locomotives, after which he went into the Mesaba range and ran a planing-mill engine. The next spring he shipped as seaman on the lumberbarge *Brightie*. In 1890 he enlisted in the Fifteenth Infantry, U. S. A., stationed at Fort Sheridan, Ill. He was appointed second coxswain of the life-saving crew at that point, Lieut. W. W. Blow being the captain of the crew, and took an honorable part in all the rescues made by the crew while he was with them, and was assistant engineer of the water works connected with the fort. During the time he was in Fort Sheridan he studied engineering and electricity under the tutelage of Lieutenant Blow, and after fifteen months he purchased his discharge and went into Chicago,

and there entered the employ of the Chicago Telephone Company as electrical wireman, holding that position about eighteen months.

In the spring of 1893 he went to Allis Junction, Wis., and ran a sawmill engine four months, after which he went to Duluth, and shipped in the barge *Alta* as donkey engineer. The next year he shipped on the schooner *Edward Kelley* as seaman and donkey engineer, holding that position until 1895, when he was made second mate of the schooner. In the spring of 1896 he joined the steamer *A. L. Hopkins* as fireman, but before many months passed he was called to take the position of mate on the schooner *Edward Kelley*, and in 1897 he was made engineer of the barge *Aurania*, 3,113 tons, owned by Capt. John Corrigan, of Cleveland, and one of the largest cargo carriers on the lakes. Mr. Laudvick resides at No. 43 Hillside avenue, Cleveland, Ohio.

JOHN S. RANNEY is at present acting as engineer of the new Detroit High School, but was formerly closely identified with the lake commerce, as an engineer. He was born at Ogdensburg, N. Y., May 1, 1850, and at the schools of that place received his education.

When nineteen years of age he shipped on the *Sheckilma*, a tug and freight boat, and acted as assistant engineer two years, having previously served two years to the machinist's trade. He then went on the *Sarah Daly*, of Ogdensburg, and there acted as chief two seasons, after which he entered the N. T. line, and acted as assistant engineer on the *Maine*. Upon leaving this boat he came to Buffalo, and put the machinery in the *Joseph Mack* and ran her one season. After one year on the *Lowell* as assistant engineer, he acted as chief on the *Maine*, and the *Sparta*, the old *Granite*, and the *Empire State*, then coming on the *Belle Cross* and the propeller *Glasgow*. He then spent five years as chief engineer of the *S. C. Baldwin*, after which he was on the *Governor Smith*, the *Walter L. Frost*, *Oregon*, *Alcona* and *Aurora*, then remaining on shore, acting as assistant engineer

of the Edison Light Company. When he returned to the lakes he acted as chief of the Canisteo and Weston, and then in 1895 accepted the position in the High School which he still holds.

On May 17, 1893, he was married to Miss Ida Heinicke, and at the present time resides at No. 352 Chene street.

Mr. Ranney is the son of John S. and Eliza (Loucks) Ranney, and is the only son in a family of seven children. John S. Ranney, the father, was born in Scotland, and spent the greater part of his life in America as a pilot on the St. Lawrence river, dying in 1870. He was survived by his wife, who passed away in 1872.

CAPTAIN WILLIAM A. WILLIAMS. A three-years' cruise, commencing when he was four years old, gave our subject an early acquaintance with salt water and a seafaring life. He was born in Yarmouth, Nova Scotia, August 30, 1860. His father was master of an ocean vessel, the bark Juno, and at the age of four years our subject was taken on board with his mother and brother for a cruise which lasted three years and four months, during all of which time the family did not return to their home. The Juno was then engaged in the South America and East India trade.

When the Captain was fifteen years old he embarked on a fishing schooner, where he remained during the season. During the following winter he attended school, and the next September he left Annapolis, Nova Scotia, as cook in the schooner Gleanmire. On December 5, the boat was lost in a collision forty miles off Cape Hatteras. The crew, consisting of six men, put off from the sinking vessel in an open boat and six days later were picked up in a starving condition by the German bark Jessonda. The men were landed in Bremerhaven, from which port young Williams made his way to Liverpool, where he shipped on the Livingstone, remaining on this vessel until he was twenty years of age, and then won the position of second mate, when he joined the American ship Ringleader and made several East India voyages. The Ringleader was sold in Hong Kong, and he then joined the Scotch

steamer Glancone, engaged in the China trade. In 1885 he came to the Great Lakes, serving as mate and second mate on the steamers Wallula, Charlemagne Tower, J. C. Lockwood, Frontenac, Sitka, E. B. Bartlett, Briton and Marina, and as master of the Missoula and the Olympia. The first steamer he commanded was the Missoula, which broke her shaft and rolled to pieces on Lake Superior, November 3, 1895. Captain Williams left the vessel in a boat and was given up for lost, being missing for nine days. During the season of 1896 he was in command of the Olympia.

On January 1, 1884, Captain Williams was married to Miss Susan Kilgour, of Limerick, Ireland. Four children, all of them girls, have been born to them, namely: Fannie, Mabel, Pearl and Ruth. They live in a cosy home on Davis avenue, in the West End, Cleveland, Ohio.

THOMAS QUAYLE was born in the parish of Kirk Michael, Isle of Man, May 9, 1811. When he was sixteen years of age his parents removed to the United States with other families from the Isle of Man. They selected land in the townships of Newburgh and Warrensville, Cuyahoga county, Ohio, where they made clearings and built log cabins in the forests.

Thomas Quayle had been an apprentice to an English shipbuilder, and shortly after reaching this country he became employed in the shipyards of Cleveland, and being a thorough workman he rapidly advanced. In the year 1847 he formed a partnership with John Cody, the firm continuing for nearly three years, during which time they built a great number of barks, brigs and schooners, which were considered in those days quite large craft, but were very small in comparison of the cargo-carrying vessels of the present. This partnership was dissolved in 1849, Mr. Quayle then entering into partnership with Luther Moses under the firm name of Moses & Quayle. They built the Nile, Milwaukee, Forest Queen, Dunkirk and the schooner Crescent. Then for twenty years Mr. Quayle was in partnership with John Martin, and during this time built a large number of the finest sailing vessels and

steamers on the lakes, and it is recorded that in one year this company built thirteen vessels, among others the bark W. T. Graves, at that time the largest cargo carrier on the lakes. In 1873 Mr. Quayle's partner, John Martin, died, and Mr. Quayle then took his two sons, Thomas E. and George L., into business, under the firm name of Thomas Quayle & Sons. It was during the continuance of this company that the stanchest built wooden vessels and steamers were turned out from this yard, among which were the *Commodore*, then the largest vessel on fresh water, the *Buffalo*, *Chicago*, and *Milwaukee*, for the Western Transit line, and the *Delaware* and *Conestoga*, for the Anchor line.

Mr. Quayle retired from business in 1879 after a continuous and active life as a shipbuilder for thirty-two years. His sons continuing the business admitted into the company a third son, William H. Quayle. During his career as a shipbuilder Mr. Quayle was numbered among the most respected citizens of Cleveland, and was honored by being chosen to several civic offices under the municipal government. It was largely due to such men as Mr. Quayle that our country is indebted for its manufacturing enterprises and development. He was a member of the Second Presbyterian Church and of the Oriental Commandery, and was a Scottish Rite Mason of the thirty-second degree.

Mr. Quayle was united in marriage to Miss Eleanor Cannon, of the Isle of Man, to whom were born eleven children, four of whom are now living: George L.; Matilda, the wife of Charles Gill, of Cleveland; Kate, wife of L. H. Malone; and Mary Helen, now Mrs. Barrett. Mrs. Quayle died in 1860, and in 1895 Mr. Quayle passed over to the silent majority in the eighty-fourth year of his life.

AUGUST E. ANDERSON passed several years of his early marine life on salt water, visiting all latitudes. He is a son of Andrew Pierson and Anna (Johnson) Anderson, and was born in Oland, Calmer, Sweden, on September 23, 1854. His parents were natives of Sweden, and August attended

public schools at Torslunda until he was fifteen years old, assisting his father on the farm until the spring of 1870, when he went to Mecklenburg, Germany, and there worked about fifteen months on a railway running into Berlin. In 1871 he went to Grimsby, England, and shipped as boy in the German-brig *Ludwig Capovis*, on a voyage to Danzig and return to Plymouth, after which he took the berth before the mast in the full-rigged ship *Bosphorus*, to Shields, where he joined the bark *Macedonia* on a voyage to Cartagena, Spain, thence to London, which occupied seven months. In the fall of 1872 Captain Anderson shipped as ordinary seaman on a brig out of Bricksund, bound for Trieste, Austria, and Bahia, Brazil, returning to Liverpool. His next ship was the *Seminole*, full rigged, between Liverpool and New York, arriving in the United States in May, 1873, and has since made this country his home. This was an eventful year, as he shipped in two brigs during the period, was out in what is called the Cow bay gale, during the prevalence of which twenty-seven vessels were wrecked at Cow bay. The vessel on which the Captain sailed succeeded in reaching South Sidney, but lost her sails in the harbor. He was also in the schooner *Early Bird*, and had his foot frozen, off Lewiston, Del., and, as if this were not misfortune enough, he contracted typhoid fever and was taken to New York, where he lay in the marine hospital seven weeks.

In 1874 Captain Anderson shipped on a coasting brig, trading between Gloucester, Mass., and Savannah, Ga., after which he passed about five months on a fishing schooner, *Sea Queen*. He then came to the lakes by rail to Ashtabula, where he shipped on the schooner *John Wesley*, also passing some time on the scow *Frank Crawford*. After laying up his boat he went to Baltimore and joined a schooner hailing from Rockland, bound for New Haven with coal. On putting into Hampton Roads, she collided with the steamer *Old Dominion*, and was sunk three miles outside of Fortress Monroe. They reached Norfolk, where they were cared for by the Ladies Seamen's Friend Society, and sent by them to Balti-

more, where the Captain shipped in the Ironsides, of Belfast, Maine, for Genoa and Leghorn, Italy, thence to New York. His next berth was on a schooner from New York to Windsor, Nova Scotia, in the coasting trade, finally bringing up at New York, going by rail to Boston. In 1876 he shipped in the fishing smack Morning Star, followed by a term in the Daisy Hartwell and Commodore Foote, and here he ran into another gale off the Sable Islands in which nine New London smacks were lost and thirteen Gloucester fishing vessels lost or dismantled. The next year he went to Gloucester and shipped for a coasting voyage, his boat trading from Bath to Albany and to Boston. He then engaged in shore fishing and first became master of a small sail boat. Captain Anderson's next berth was in a coasting schooner trading out of New York for Key West and Pensacola, Fla., at which place he joined the schooner Hattie, of Saco, Maine. She was caught in a gale off Cape Hatteras, and her masts carried away; she became water logged, and the crew remained on her four days subsisting on crackers and gin, when they were taken off by a barkentine bound for New York. He then went on the yacht Dauntless for five months, when he joined a bark bound for Galveston, Texas, where he engaged with the Forbes Dredge Company, for ten months, and was then employed four months at rigging work. He also worked on the Santa Fe branch between Fort Worth and Galveston. In the spring of 1880 Captain Anderson went to Chicago, and shipped as wheelsman on the steamer Maggie Marshall, holding that berth two seasons, when he was promoted to be mate, which office he held two years. In the fall of 1882 he sailed from New York to Liverpool in the steamship Arizona, returning the following spring on the ss. Order from Bremen to New York. In the spring of 1884 he was appointed mate and pilot of the steamer Nellie Torrent, of Manistee, and remained with her until August, 1885, when he transferred to the C. N. Hackley, George Naughton, and Annie O. Hanson as mate. That fall he again went to New York and sailed for the Old World, this time finding

a berth on the steamship Urania, returning in the spring of 1886 with the ss. Fulda. At this time he saw the steamship Oregon sink about forty miles from New York; this unfortunate vessel had passed the Fulda two days before, and when sighted was six hours ahead. The Fulda reached her at noon, and fifteen minutes later she went down. The passengers and crew, numbering about 1,700 souls, were in boats, rafts, etc., and were transferred to the Fulda. The Fulda had of her own about 1,400 people aboard, so that the addition of 1,700 made quite a crowd. The weather was fine and the sea smooth, so that all reached land in safety. In the spring of the next year (1886) he was appointed master of the steamer Maggie Marshall, and has sailed her successfully twelve years, never having lost a man or boat by stranding or collision. He is a member of the order of Foresters.

On February 19, 1886, Captain Anderson was wedded to Miss Ottelia C. Larson in Sweden. The children born to this union are Annie Laurie, Gertrude M., Ella A., Mabel and Angus Edward. The family homestead is in Manistee, Michigan.

CAPTAIN CHARLES A. POTTER is a son of William Potter, a stock raiser of Morristown, Minn., at which place he was born in 1867. His education was obtained for the most part in Cheboygan, Mich., from which harbor he began sailing in 1883 as wheelsman for one season on the propeller Van Raalte, in the passenger service between there and Sault Ste. Marie. He remained in the same service during the two succeeding seasons, and in the same capacity on the propellers Messenger and Minnie M., respectively.

During the seasons of 1886-87, Captain Potter was in the employ of the Chicago Lumber Company, upon the tug River Queen, rafting logs from St. Joe and Presque Isle to Drummond's Island, Lake Huron. The following two seasons he was mate and master respectively of the schooner yacht Julia, out of Cheboygan, which was wrecked in a fog at Cathead Point, Lake Michigan, during the latter part of 1889. Captain Potter closed that season by wheeling a couple of months on the steamer Dean

Richmond. He began the season of 1890 as wheelsman of the steamer, but became second mate later on, and continued in that berth until the close of the season of 1891. For the entire season of 1892 he was mate of the *Dean Richmond*; in 1893 he entered the service of the steamer *Juniata* as second mate, which berth he held that season, following in 1894 as mate. For the season of 1895 he was mate of the *John Pridgeon*, and for that of 1896, 1897 and 1898 of the *Oceanica*. He is a member of the American Association of Masters and Pilots of Steam Vessels, Local Harbor No. 41.

Captain Potter was married at Buffalo, in 1894, to Miss Mary Ann Cary Coleman. They reside at No. 944 Front avenue, Buffalo, New York.

HARRISON A. FELLOWS, one of the best known and most enterprising among the younger business men of the city of Racine, belongs to a family which has been closely identified with the interests of the place for over a half century, and is himself "native here," born August 22, 1865.

Mr. Fellows comes of good old New England stock; his grandfather, George Fellows, and great-grandfather, Adolphus Fellows, were from Vermont, where his father, Capt. Harrison Fellows, was born, and in 1844 the father and grandfather migrated west to Wisconsin, settling in Racine. George Fellows had vessel interests on the lakes, and was also the owner of a sawmill. Capt. Harrison Fellows was one of the most widely known men in this section of Wisconsin, and followed the lakes until 1876, when he retired to enter the coal business in Racine. However, he still retained his interests on the lakes, and in addition to his coal business owned and ran three vessels up to the time of his death, in 1886. He left a fine property, acquired by his own efforts, for he was a self-made man in the fullest sense of the term, and started in life with no capital but his own energy and perseverance, which, combined with good management in his affairs, brought him well-deserved prosperity. He left a widow and three children—Harrison A., Viola and Plennie.

Fraternally he was a member of the I. O. O. F.

Harrison A. Fellows received his education in the public-schools of Racine, which he attended until about eighteen years of age, and acquired a thorough knowledge of the common English branches. After leaving school he entered his father's office and assisted him until his death, since which time he has assumed full charge of the business. Mr. Fellows owns one vessel, the *Rob Roy*, a sailor, which is engaged in the wood trade, and in the summer of 1897 he was made agent of the Hurson Transportation Company, in all his interests giving constant employment to from six to twelve men. Although he was only in his twenty-second year at the time of his father's death the management of the estate was entrusted to him, and he has proved his ability and judgment in financial matters by the skill with which he has discharged the duties connected with this responsibility. He is numbered among the rising young men in commercial circles in Racine, where he is regarded as a worthy successor to his father. He has also at times been quite active in political circles as a staunch member of the Republican party, but he is not a politician in the ordinary sense of the word. In social connection he belongs to the Royal Arcanum.

Mr. Fellows was married to Miss Augusta Majewski, and they have had four children—Alice, Edith, Harrison and Gladys.

PETER J. GORMAN, chief engineer of the Coatsworth elevator, is probably as well known among steamboat men as the odd-timers, from his association with them in machine shops, for he spent only a few seasons on the lakes as second engineer.

Mr. Gorman is the youngest of the seven children of Thomas and Bella (Ryan) Gorman, of Watertown, N. Y., where he was born January 6, 1860, and attended school until sixteen years of age. At that time, his father being a railroad engineer, our subject set out to master the same profession by entering the employ of the Steam Engine Works, of Watertown, where he learned the machinist's trade, serving an appren-

ticeship, and worked as a journeyman for four years. He then went to Chicago, where he worked about four and one half years at his calling, being with the M. C. Bullock Manufacturing Company, the A. Plamondon Manufacturing Company, Fraser & Chalmers and Warner & Swasey, after which he proceeded to Kingston, Ontario, to take a situation as tool maker offered him in the new engine works there known as the Kingston Locomotive Works. In this employ he continued two years, leaving to run an engine on the Canadian Pacific railroad for the next two and one-half years. In 1888 Mr. Gorman went to Austin, Penn., to work on the construction of the Sinnemahoning Valley railroad (now the Buffalo & Susquehanna), at which he was engaged about three years, and then coming to Buffalo went into King's iron works for a few months, from February to August. At this time he began steamboating as second engineer on the Codorus, on which he remained till the close of that season and the next two seasons as well. During the winters of those two years he was employed at the Snow Steam Pump Works of Buffalo, and the Davis machine shops, at Erie, Penn. After the close of navigation, for the season of 1894 he ran a stationary or hoisting engine for the city of Buffalo until August 6, 1895, when he was appointed chief engineer of the Coatsworth elevator, at Buffalo, the position he still holds.

During his long and successful career as a machinist and engineer, Mr. Gorman, like all other engineers, was bothered for the want of a good packing, and, after considerable study, he invented a perforated steam and water packing which is self-acting and expansive, thereby preventing any leaking, an advantage possessed by no other packing now on the market. It is now in use in several places in Buffalo, where Mr. Gorman is giving it a thorough trial, among them the Evening News Printing Office, Eastern elevator, Coatsworth elevator, Buffalo Dredging Company, and the steam drills used in deepening the Erie canal, where no other packing could stand the strain. He expects to have his packing on the market, and has now his letters pat-

ent. He has a contract with the Keystone Rubber Company, of Erie, Penn., to manufacture his goods, and he is putting them on the market himself. He has now also a cylinder oil pump of his own invention, which, for simplicity and durability, is surpassed by nothing now on the market.

Mr. Gorman was married June 10, 1890, to Miss Cora Robertson, of Saratoga Springs, N. Y., and they have three children, namely: Clara, now (1898) aged six; William, aged three; and Earl, aged one and one-half years. The family residence is at No. 12 Elm street, Buffalo. Mr. Gorman is a member of the Buffalo Association of Stationary Engineers, No. 16, New York, of the National Association, and of Branch No. 20, C. M. B. A.

CAPTAIN ALEXANDER ANDERSON. Like many other prominent sailors on the Great Lakes, the career of Captain Anderson was preceded by an extended experience on the ocean. He is a born sailor and began his life on the ocean at the age of fourteen years.

Captain Anderson was born in Norrköping, near Stockholm, Sweden, March 5, 1860, son of Daniel and Johanna Charlotte (Abeberg) Anderson. The father is a farmer, and both he and his wife are still living in Sweden. Alexander, our subject, was reared and educated in Sweden. In 1874, when fourteen years of age, he went before the mast, sailing on a Swedish coaster, coasting along the Baltic sea. He was confirmed in 1875, and then sailed from Stockholm on the ship Maria, loading lumber on the Baltic for Lisbon, Portugal; and at Lisbon loading salt for Brazil, South America. At the latter port the Maria loaded raw and dry hides for France. Here closing the season of 1875 young Anderson returned to Sweden. In 1876 he made a trip in the interest of the same trade, and at the age of eighteen years attended the school of navigation at Vesterwerk, Sweden. After leaving school he went to Liverpool and shipped to Galway, Ireland, on board an English bark, which sailed thence to New York. Our subject left the ship at New York, and shipped in an American full-rigged vessel,

the Andrew Johnson, to Bremerhaven. On reaching port he left the vessel and shipped on the German vessel, Von Berg, to Baltimore. They carried light ballast and kerosene barrels, and there loaded tobacco for Marseilles, France, and thence sailed to New York with a cargo of wine. The Von-Berg returned to Hamburg with kerosene, and there Anderson left the vessel and shipped in an English full-rigged ship, Denbighshire, for the East Indies. A cargo of salt was carried to Rangoon, and thence she returned to Hamburg. Mr. Anderson next shipped on a German liner, plying between Hamburg and New York. On reaching the latter city he left the vessel and came to Chicago, this event transpiring in 1881.

Captain Anderson began sailing on the lakes from Chicago in that year on the schooner George A. King, remaining with her one season, she being engaged in the iron trade between Escanaba and South Chicago. In 1882 he sailed from Oswego, N. Y., on the schooner West Side, engaging in the grain trade from Chicago to Kingston, Ont., continuing his residence in the meanwhile at Chicago. The season of 1883 found him sailing on the schooner George C. Finney, which was lost five miles west of Oswego in a blinding snowstorm. He was on various vessels until 1884, and in that year he sailed on the schooner Winnie Wing, then engaged in the lumber trade, remaining with her one season.

In 1889 Captain Anderson purchased the schooner H. A. Richmond, a vessel engaged in the lumber trade, formerly of Grand Haven, but now sailing from Chicago, and of which he has been master for the past nine years.

In 1884 he was married in Chicago to Miss Dora Strahl, who was born in Holstein, Germany, daughter of Charles and Anna (Bull) Strahl. The parents remained through life in the old country, and the father died there just two months prior to the golden anniversary of his wedding. During the winter of 1891-92 Captain Anderson, wife and family took an extended trip to Europe, visiting the scenes of their youth in Sweden and in Germany. To Captain Anderson and wife have been born five children,

namely: Anna, Arvid, Ludwig and Elmer, all living, and one deceased.

Captain Anderson is a member of Wau-bansie Lodge No. 160, F. & A. M., and is also a member of the A. O. U. W. In politics he is a Republican. He is one of the well-known and highly esteemed masters of the Great Lakes.

CAPTAIN MATTHEW J. YIPE, JR. although young in years has had four issues of first-class master's license, unlimited, and comprising all of the lakes, and he never took out a second-class paper. He has proved himself a good pilot, a reliable officer, and a man of great force of character, and rising to the eminence on which he now stands by his own untiring efforts. He was born September 14, 1868, on Grosse Isle, Mich., a son of Matthew J. and Mary (Buford) Yipe. His father was born in Alsace, at one time a Province of France, but now belonging to Germany, and came to the United States with his parents, locating in Detroit—the Captain's mother's native city and where the two grew up and married. Her father, Capt. John Buford, was an accomplished mariner of three generations ago. After their marriage Mr. and Mrs. Yipe settled on a farm on Grosse Isle, near Trenton, and it was at those two places that our subject acquired his education in the public schools.

In the spring of 1885 Captain Yipe first adopted the marine life on board the steam-yacht Fairy, owned by L. D. Rucker, plying between Trenton and Grosse Isle. The next two seasons he passed as watchman on the steamer William A. Haskell, and in the spring of 1888 was promoted to the berth of wheelsman on the lake tug Gladiator, which position he held until August of the next year, when he came out as watchman on the new steamer Manchester, of the Inter Ocean Transportation Company. In the spring of 1890 he was appointed second mate on the steamer Rube Richards, and the following season was promoted to the position of mate, which he filled until September, when he transferred to the steamer Rufus P. Ranney as second mate. In the spring of 1892 Captain Yipe entered the employ of the Union Steamboat Company

as second mate of the *Tioga*, and in September he was advanced to the mate's berth, which held until June, 1894, when a change of masters caused him to transfer to the steamer *Byron Whitaker*, as mate, remaining with her until she was laid up in the fall of 1896. In the spring of 1897 he entered the employ of John Mitchell & Co., as mate of the steamer *William F. Sauber*, on which he closed the season of 1898. The only fraternal society of which he is a member is the Independent Order of Odd Fellows.

On January 28, 1895, Captain Yipe wedded Miss Elizabeth J., daughter of Michael and Roseley Steffes, of Ecorse, Mich. During his marine life the Captain invested his earnings in real estate at Oakwood, Mich., where he now has a handsome homestead and unimproved town lots.

CAPTAIN ROBERT ROWAN MCLEOD is one of the few lake masters who have made a success of winter navigation, in which he has been engaged in the interests of railroad companies for the last ten years. He is a son of Donald and Isabelle (Rowan) McLeod, and was born October 3, 1862, at Kincardine, Ontario. His parents are natives of Scotland, the father being born in Sutherlandshire, and the mother at Edinburgh. They were not married when their respective parents removed to America, locating at Woodstock, Ontario, where they met, afterward going to Kincardine, where the marriage ceremony was performed. The young people then made that city their home, and as their five sons grew up they adopted the life of a sailor; John C. became master of the steamer *Osceola*; Duncan A. also sailed the *Osceola*; John S. is wheelsman on the steamer *R. W. Linn*, and H. D. is second mate on the steamer *Gordon Campbell*.

Capt. Robert R. McLeod, the subject of this article, was a pupil of the public schools of Kincardine until he began his life on the lakes, which was in 1874, his first berth being as cook on the schooner *Maple Leaf*. The next season he filled like offices on the steamer *Mary Ross Robinson*, plying between Georgian Bay ports and Chicago. In

the spring of 1876 he shipped as deckhand on the steamer *Ontario*, but after two weeks he became watchman, and a month later was advanced to the berth of wheelsman, performing the duties of such for seven seasons, after which he transferred to the English-built steamer *Campana*. In the spring of 1884 Captain McLeod was appointed second mate of the Pacific railroad passenger steamer *Algomah*, the first of the three Scotch-built steamers put on the route. The next season he joined the steamer *Rhoda Emily* as second mate, transferring to the passenger steamer *A. Booth* as mate, and held that office until she was wrecked at Grand Portage island, Lake Superior. He closed the year as mate of the steamer *T. H. Kemp*. In 1886 he shipped as second mate of the steamer *Roanoke*, and was soon promoted to the office of mate, which he held until the spring of 1888, when he joined the steamer *Wisconsin* as mate, remaining with her two seasons.

In the spring of 1890 Captain McLeod was appointed mate of the steamer *Osceola*, going onto the Colorado the next season, and after laying her up at the close of navigation, he went as mate on the railroad steamer *Ann Arbor No. 2*, plying during the winter months between Frankfort and Kewaunee. The next spring he came out as master of the *Osceola*, but at the close of the season he was appointed master of the *Ann Arbor No. 1* for the winter navigation. In 1894 he sailed the steamers *Colorado* and *Osceola* between Grand Haven and Milwaukee. In the spring of 1895 he again brought out the steamer *Colorado* and sailed her until September 22, and on October 1, of the same year, he was appointed master of the large carferry steamer *Shenango No. 1*, and has sailed her, summer and winter, ever since. During the twelve years that the Captain has being an officer of a steamboat his record has been unusually clear of casualty.

Socially, he is a Master Mason of Grand Haven Lodge No. 137, and a member of the Maccabees.

In December, 1888, Captain McLeod was wedded to Miss Murdena, daughter of Donald and Christina Martin, of Kincardine,

Ont., the marriage ceremony being performed in Duluth. The children born to this union are Bella Rowan and Lulu Wilkie. Although the Captain has a home in Conneaut, the family homestead is in Kin-cardine, Ontario.

ROBERT S. BLAUVELT, one of the most scientific marine engineers navigating on fresh or salt water, has been a resident of Buffalo only a short time. He is a son of Cornelius and Lena (Stomler) Blauvelt, and was born in Algonac, Mich., in 1865. His father, a marine engineer of forty years' experience, is still active in the engineering business at Algonac.

The subject of this sketch attended the public schools of his native town until he was twelve years of age, after which he took a business course at the college of Bryant & Stratton. On completing his school education he occupied his boyhood days, usually passed by lads of his age in play, around the engines and machinery of his fathers' tugs in Algonac, and became so imbued with the desire of following up that branch of industry that he went down to Detroit and entered the employ of Samuel F. Hodge in order that he might learn the machinist's trade under the eyes of a master. After thoroughly learning the trade he went to Oscoda, Mich., and shipped as master of the tug Dave and Mose. In the spring of 1883 he purchased an interest in the tug Allie May, and sailed her, towing between Oscoda and Au Sable. He remained ashore during the early months of 1884, but toward the close of the season shipped as assistant engineer on the tug William B. Castle, and in 1885-86 occupied the same position on the steamer James P. Donaldson. During the winters of these years he worked in the shop of the Frontier Iron Works, and while in this employ they built the machinery of the propeller Oconto, afterward sunk in Niagara river; Mr. Blauvelt ran her for about two months after her machinery was placed in position. In the spring of 1887 he was appointed chief engineer on the steamer Sitka, of the Wilson Transit line, and that winter entered the employ of Christy & De-

Graf, a well known firm of Detroit. In 1888, upon the invitation of Capt. Alexander McDougall, he went to Duluth, Minn., as superintending engineer, put the machinery into the first steam monitor Colgate Hoyt, and ran her that season. During the winter months he took charge of the engine department of the American Steel Barge Company's plant at Duluth.

In 1889 Mr. Blauvelt also put the machinery into the monitor J. L. Colby, and took her down to Boston by way of the St. Lawrence river, shooting the rapids, and arriving at that seaport with his boat in good condition. She plied for some time between Boston, Baltimore and New York. In August he was recalled to take charge of the machinery of the monitor C. W. Wetmore, which he took down to Philadelphia and around Cape Horn to Everett, on Puget Sound. The success or failure of this passage was commented on very widely, the knowing ones asserting that she was not seaworthy, and that she would never be heard from again. She left Philadelphia September 19, 1889, making good weather on the passage around the Horn, and good speed until she encountered a terrific storm off the Columbia river, in Oregon, the velocity of the wind being reported by the officers of the weather bureau to be 103 miles per hour. Here the monitor lost her rudder plates, but rode out the storm while in a helpless condition. The steamer Zambesa, passing, gave them a line and towed the boat to Astoria, at the mouth of the Columbia river, where the rudder was repaired. She then proceeded on her way to Everett, arriving there December 6, 1889.

On March 7, 1890, he left the Wetmore and returned to West Superior, to which city the American Steel Barge Company's plant had been removed, and again took charge of the engine department as superintending engineer. During the time he held this office he put the machinery into the monitors Pathfinder, Pillsbury, Washburn, Thomas Wilson, James B. Colgate, Samuel Mather, E. B. Bartlett, A. D. Thompson and Christopher Columbus, and brought them out on trial trips.

In 1893-94 our subject remained on the

Christopher Columbus, taking her to Chicago, and engineering her in the passenger and excursion business during the World's Fair, for which purpose she had been admirably constructed. She also plied between Chicago and Milwaukee. In the fall of 1894 he tendered his resignation to the Steel Barge Company, and returned to the Pacific coast to place the electric plant and machinery in the steamer City of Everett, which he ran in the passenger and freight business in connection with the Panama Railroad Company. He remained on her through the season of 1895, plying between San Francisco and Panama. In the spring of 1896 Mr. Blauvelt removed to Buffalo, and was appointed chief engineer of the steel steamer Centurion, of 3,402 tons burden, owned by the Hopkins Steamship Company. He laid her up in Buffalo harbor at the close of navigation, and during the winter of 1896-97 he was in the employ of the King Iron Works, of Buffalo. On July 6, 1897, he was appointed chief engineer of the steamship North Land, of the Northern Steamship Company, and finished the running season. In 1898 he retired from sea life, and accepted a position with the American Sugar Refining Company, of New York. He has fifteen issues of engineer's license, which include license for ocean-going steamers, and three issues of pilot license.

In June, 1895, Mr. Blauvelt was wedded to Miss Minona Lewis, of Springfield, Maine, the ceremony being performed in Seattle, Wash. Two children, Althea Minona and Roberta Victoria, have been born to this union.

CAPTAIN WILLIAM H. SMITH, a master mariner of quiet and courteous demeanor, who gives one the impression that he is a man of great reserve force and energy in emergency, was born in Marine City, Mich., November 30, 1864. His parents, A. C. and Martha (Bury) Smith, were both natives of Sombra, Ont., the grandparents being early pioneers and farmers on the banks of the St. Clair river in that region.

Captain Smith received a liberal education in the public schools of Sombra, and in

the spring of 1879 decided to change his mode of life from the farm to the lakes, getting a preliminary experience on the St. Clair river in the ferry steamer Scoville, plying between Sombra and Marine City. In 1880 he shipped as fireman on the passenger steamer Hattie, plying between Fairhaven and Detroit. The next spring he joined the tug W. B. Castle as watchman, and remained on her three years, the last two as watchman. In 1884 he shipped as wheelsman in the steamer Burlington. The next spring he came out as wheelsman in the Don M. Dickinson, but closed the season in the lake tug Admiral D. D. Porter. In the spring of 1886 he joined the tug W. B. Castle as wheelsman, but closed the season as mate of the tug Kittie Haight.

It was in 1887 that Captain Smith took out his first papers as pilot, and was appointed master of the tug O. W. Cheney. In 1888 he entered the employ of Captain Grummond as master of the lake tug Oswego, transferring to the Wm. A. Moore before the close of the season. The following spring he brought out the tug George N. Brady, but closed the season in the W. B. Castle, and in 1890 he took command of the wrecking tug Henry Howard. This experience with large tugs proved of great value to the Captain, and after sailing a season as mate of the steamer Masaba, he was appointed as master of the steamer S. C. Clark. She was destroyed by boiler explosion and fire near Sanilac, Lake Huron, the next year, the crew being rescued by the steamer Kaliska. In the spring of 1894 Captain Smith was appointed master of the steamer Wm. H. Barnum, closing the season as mate of the speedy little passenger steamer Unique, plying between Port Huron and Detroit. In the spring of 1895 he assumed command of the steamer Raleigh and sailed her two seasons. He then entered the employ of Capt. William Mack as master of the steamer George W. Roby, transferring to the Pascal P. Pratt, and sailed her until the present writing. During these years the captain has proved himself an accomplished steamboat master, and has never found the bottom with any of these vessels, nor lost a man. He was instru-

mental, however, in rescuing a crew of twelve from the steamer *Florida*, which sunk in twelve minutes off Presque Isle. He has twelve issues of license.

Socially the Captain is a Royal Arch Mason of Sam Ward Chapter No. 128, and a Master Mason of No. 162, Marine City, Michigan.

On February 23, 1888, Capt. W. H. Smith was wedded to Miss Lily, daughter of Capt. Richard and Helen (Marsh) McDougall, of Detroit, Mich. The children born to this union are: Helen Florence, Lewis, Marie Catherine and Dorothy. Captain McDougall was an old-time master, and owner of vessels away back in the 'forties, among them the *Jones* and the *Mary Amelia*. The family homestead is in Marine City, Michigan.

LEWIS ALLISON, president of the Chicago branch of the Marine Engineers Association, is one of the well-known marine engineers of the lakes. He was elected to that presidency in January, 1898, succeeding John Reif. The association now numbers 130, and Mr. Allison became a member in 1889.

He was born near South Bend, Ind., September 29, 1860, the son of David and Ruth (Springer) Allison, who were born and married in Ohio, subsequently removing to Indiana, thence to St. Joseph and to Benton Harbor, Mich., where they died, the father in 1895 and the mother in 1897. By trade David Allison was a carpenter. Lewis was reared and educated at Benton Harbor. He began sailing on the lakes in 1879 on the schooner *Corey*, and later in the same season on the propeller *Skylark*. The young man was then but nineteen years old, and in 1880 he came to Chicago and entered the machine shop of Robert Tarrant. Here he remained until 1883, and when he again entered into the lake navigation he was well-fitted for the branch with which he was to be connected.

After quitting the shops he first went to Geneva Lake, where he was on a pleasure boat until August, then became engineer of the tug *W. H. Wood*, owned by the Enterprise Stone Company. He remained on

the *Wood* during the season of 1884. In 1885 he engaged as oiler on the steamer *H. J. Jewett*, and remained aboard this boat for two seasons. During the season of 1887 he was second engineer on the steamer *St. Louis*, from Buffalo, and the following season filled the same position on the steamer *Roswell P. Flower*, of Milwaukee, until the *Northern King* came out, when he finished the season as second engineer of that boat. In 1889 he assisted in putting the machinery into the steamer *America*, and was her second engineer for a time and later of the steamer *Seneca*, from Buffalo, and belonging to the Lehigh Valley line. In 1890 Mr. Allison became engineer of the *Seneca*, and continued in that capacity for two years. In 1892 he was appointed engineer in the Inter Ocean line, and is now in their employ.

Mr. Allison was married at Chicago, in 1890, to Miss Carrie Thorsen, daughter of T. Thorsen, a merchant of Chicago, who died in 1893. Two children have been born to Mr. and Mrs. Allison: Irene Ruth and Charlotte Marguerette. Mr. Allison is a member of the Independent Order of Foresters, and he is esteemed one of the successful and able engineers of the lakes.

WILLIAM E. BRADLEY. The subject of this sketch was born February 22, 1866, in Port Colborne, Ont., and completed his literary education in the public schools of that city in 1882. In the spring of 1883 he commenced tugging on the *Sylvester Neelon* as cook. In 1884 he went as fireman and deckhand on the tug *Mary*, and in 1885 shipped as fireman on the tug *Hector*, closing the season on the tug *Inez*.

In the spring of 1886 Mr. Bradley came to Buffalo and shipped as watchman on the steamer *Grand Traverse*, working that winter in M. Riter's boiler shop. In 1887 he fired on the tugs *Dimmick*, *B. F. Bruce* and *Samson*, and the following season was engaged in the same capacity on the tug *E. C. Maytham* when she went ashore at Dunkirk and sunk. During the winter he worked in the Union Shipyard on the steamer *America*. In 1889 he shipped on the tug *S. W. Gee*, and during the winter was occupied in

transferring the boiler from the steamer *Aurora* into the *Newburgh*. The following season he fired on the tug *James Adams*, passing the winter months in the machine shop of *Whitman & Co.*, and in 1891 opened the season on the tug *O. W. Cheney*, finishing as oiler on the passenger steamer *Pilgrim*. That fall he was appointed chief engineer on the steamyacht *Vision*, which he took to New York City by way of the Erie canal. In the spring of 1892 he was appointed chief engineer of the excursion *Oclemena* of *Sodus Point*, finishing the season on the *Alexander H. Sloan*, and in the winter he again took the *Vision* to New York City. Returning to Buffalo in the spring of 1893, he was appointed chief engineer of the excursion steamer *Pilgrim*, remaining on her also for the following season. In 1895 he took the tug *F. L. Bapst*, the first compound tug in Buffalo, owned by *Carroll Bros.*, and in the fall he went on the steamer *E. P. Wilbur*, of the *Lehigh Valley Railroad Company*, as third engineer. During the season of 1896 he took the tug *E. C. Shafer*, and during the winter months ran a pumping engine for the *Donnelly Contracting Company*, who were engaged in lowering the bed of the Erie canal. Mr. Bradley is a member of the *Buffalo Harbor Tug Pilots Association*, and has seven issues of engineer's license.

On November 28, 1893, Mr. Bradley was wedded to Miss *Mary A. Flynn*, of Buffalo, and three children, *George*, *Mary* and *Loretta*, have been born to their union. The family residence is at No. 331 Oak street, Buffalo, New York.

FRANCIS F. WILLIAMS, son of *Francis* and *Margaret (Johnson) Williams*, inherits his love for sailing from his father, who is one of the best and most widely known masters now sailing the Great Lakes.

Our subject was born May 25, 1868, at Buffalo, N. Y., and there attended *Public School No. 1*. He began the practical work of his life as watchman on the *Fountain City* for the season of 1880, and the following season was on the *Empire State* in a similar capacity. In 1882 he was lookout on the *Vanderbilt*, and the three succeeding

seasons was wheelsman of the *Idaho*, *Fountain City* and *Empire State*, respectively. In 1886 he entered the service of the *Anchor line*, as wheelsman of the *Alaska*, retaining that berth four consecutive seasons, and in 1890 was promoted to the position of second mate on the same boat. In 1892 he became her first mate, holding the latter position three seasons, when, in 1895, he was assigned to the *India*, one of the three passenger boats of that line. He has been first mate of this boat to Captain *O'Neil* ever since, including the season of 1897, having thus rounded out twelve consecutive seasons of service with the *Anchor line*. Mr. Williams is an unmarried man, and resides with his parents at No. 542 Seventh street, Buffalo, New York.

FRANK J. CARLOSS, a lake pilot of much knowledge and skill in handling vessels, was born at *Alexandria Bay*, N. Y., October 25, 1860. He received his education in the public schools of his native place, and at the age of seventeen years he went on a farm, where he was employed for several years.

Becoming ambitious for the life of a sailor, Mr. Carloss went to Cleveland and shipped on the tug *Annie Dobbins*; as wheelsman, having had some experience with boats while a school boy. He served two seasons on the *Dobbins*, and in 1882 he went to Cleveland, and in the spring shipped as wheelsman with Captain *Morley* on the steamer *Fairbanks*, remaining four months, and closing that season and the next two on the steamer *Colonial* in the same capacity. He then went in the steamer *Iron Duke*, remaining but two months, and closing the season on the *Egyptian*. His next berth was on the old steamer *Republic*, of the *Republic Iron Company*, remaining in that employ one season. He then stopped ashore, and went to railroading on the *Detroit street line*. In the fall of 1890 he shipped as wheelsman on the steel steamer *Republic* till the close of the season. In the following season he held the berth of wheelsman on the steamer *St. Louis*. In 1892 he was appointed second mate of the *Fedora*, remaining throughout the season,

followed by a season on the steamer *Lansing*, as second mate the next season on the *Colonial*. In 1886 he shipped as wheelsman on the *Robert Wallace*, finishing the season as first mate.

On July 20, 1887, Mr. Carloss was united in marriage to Miss Lillie Burr, of Painesville, Ohio.

CAPTAIN CHARLES C. GOODWIN was born at Sanford, Maine, in 1841, and came of old New England stock. He commenced sailing out of his native place at the age of fourteen years, and remained in service on various salt-water craft until he reached the age of twenty-three, when he went to Cleveland. The first boat in which he sailed on the lakes was the schooner *Timothy Baker*, in which he shipped as man before the mast, and he remained on her four years. He then went as mate on the brig *Thomas*, where he passed the next eight years of his life, keeping ship in winter. His next service was with Captain Kendrick on a Chicago vessel for two seasons, and following this he was shipmate with Captain Murtaugh, after which he was appointed master of his old schooner *Timothy Baker*, which he sailed three years. For a short time after this he did railroad work until, in 1878, he received his appointment as captain of the Cleveland life-saving station.

It is no stretch of the truth to say that Captain Goodwin was one of the most daring and successful officers who has ever filled the position of captain in any United States life-saving station, and during his career he was instrumental in saving the crews of many vessels, and perhaps of one hundred lives under different conditions. The scope of this article is too limited to cite all the rescues he made, but it can be stated that he rescued the crews of all vessels that went ashore within fifteen miles of his station. On October 31, 1883, the crew of the schooner *Sophia Minch* was rescued from the rigging as she lay stranded off the mouth of the Cuyahoga river, and the same night, on November 1, the crew of the *John B. Merrill* was taken off at extreme risk of life. On November 11, the crew of the *C. P. Johnson* was taken off,

and on December 17 the crews of the *Cossack* and *H. P. Baldwin* were saved, some of them having to be cut away from their frozen position on the masts. Every member of the crew of the schooner *Zach Chandler*, which went ashore off the east breakwater, Cleveland, about fifteen miles from the station, was saved by the extraordinary exertions of Captain Goodwin and his crew. As soon as he learned of the wreck of the *Chandler* he rigged up his beach apparatus, and chartered a special locomotive with attending car to take the apparatus and lifeboat to the scene of the wreck. They found her lying some four hundred yards distant from the beach, and stern to, so that it was a hard matter to throw a line aboard with the mortar, but at the first trial the Captain succeeded in putting the line in the cross-trees of the topmast. It was then found that the crew were so benumbed with the extreme cold that they could not manipulate the line, and Captain Goodwin had to send the boat off to assist, and in which they came ashore. It was in such scenes as this that he passed the closing years of his life, and gained from the government such recognition as entitled him to the first-class gold medal for saving life; a medal of the same class was presented to each member of the crew, this being the first and only time on record in the life-saving department where the entire crew of a life-saving station has been thus honored.

In 1884 Captain Goodwin added to his laurels by taking his entire crew and lifeboat to the rescue of the flood-stricken people of Cincinnati, Ohio, and Covington and Newport, Ky., when the Ohio river raged with such fury through the streets of those unfortunate cities. The large lifeboat appeared to the inhabitants as a God-sent miracle for their relief, and they were taken out of submerged buildings by the boatload. For this service Captain Goodwin received a gold medal bearing the inscription: "To Captain C. C. Goodwin, U. S. Life-Saving Station, Cleveland, O. From the Masonic Relief Committee, Covington, Ky., February 14, 1884." However, the Government life-saving medal of the first class which he



CHARLES C. GOODWIN.

received was his pride, as it represented the approbation of the Government of the United States for the saving of scores of lives under extremely dangerous circumstances. It has engraven upon it the sentence: "In testimony of heroic deeds in saving life from the perils of the sea, Charles C. Goodwin, June 20, 1884." This medal, together with the others for the crew, was presented by Superintendent D. P. Dobbins, his speech of presentation being replied to by A. A. Pomeroy, the editor of the *Marine Record*, on behalf of the Captain and the crew. Captain Goodwin served his country during the Civil war, and received special mention in general orders for good conduct and bravery in the face of the enemy.

While in vigorous life Captain Goodwin expressed himself to the writer of this brief testimonial as hopeful that when death came to him he would not suffer through any prolonged illness, but would pass away suddenly. This wish, it would seem, had been recorded by the Great Giver, and was regarded. He died in an instant, while seated at the evening meal, surrounded by his family, and his last words when he felt the shadow of the death angel's wings were: "What is this that comes over me?" and the dark shadow replied, "Death." Socially he was a Knight Templar Mason, being a member of Holyrood Commandery, and was held in high esteem by all his companions and friends.

Captain Goodwin was united in marriage to Miss Mary Brown, of Portland, Maine, and fourteen children were born to the union, nine of whom are living, viz.: Charles C., who married Nellie Watson; William H., who married Mary Watson; Mattie H., now the wife of Lawrence Diehl; Elizabeth, now the wife of James Martin; David, married to Hattie Ortnier; Mamie, now the wife of Michael McCormack; Corinne, now the wife of James Richards; and Eugene and Alice, still at home.

JAMES B. WELLMAN was born in Bayfield, Ontario, Canada, April 2, 1866, and is a son of D. M. and Elizabeth J. (Boyle) Wellman. The father, who became mate of vessels before he retired from the lakes,

was born near Algonac, Mich., in 1828, and the mother was a native of Canada. Mr. Wellman's grandfather on the paternal side was a German, and his grandmother a native of England. On the maternal side the grandfather was a native of Ireland, and after coming to America he took part in the war of 1812, and soon after the close of that struggle met and married Miss Ligget, a young lady of good family connection in Canada.

After his marriage, the father, D. M. Wellman, returned to the United States in 1870, locating in Port Austin, and removing thence in 1884 to Bay City, Mich., where he still resides. Besides our subject the other children of his family are Richard, who is a farmer; George A., who after sailing for some years, went to Wyoming and was appointed United States marshal in 1892, and during the progress of the cattle war between the cowboys and cattle thieves, he was waylaid and shot and killed by the latter; Mary Jane, now the wife of Fred F. Snellgrove; Electa, wife of C. A. McDonald, of Cincinnati, Ohio; Josephine, wife of Charles T. Ryan, of Saginaw, Mich.; Margaret E., wife of John Rafferty, of Chicago, and David M., who is a sailor on the lakes.

James B. Wellman, to whom this sketch is more especially devoted, after attending school at Port Austin until he was fourteen years of age, ran away from home and, after reaching Au Sable, shipped before the mast on the yacht Georgia, with Captain Burrington, but at the end of two months he stopped ashore in Bay City, Mich., where he found employment in the grocery and ship-supply store of Shepard & McDonald. In 1881 he went to Cheboygan as shipping clerk, and that fall he joined the schooner Experiment, going before the mast. This was followed by like duties on the schooner Home, in 1882, closing the season as fireman on the steamer P. W. Jenness. The next season he fired on the passenger steamer St. John, trading between Bay City and Port Austin. He passed the year 1884 on the tugs Annie Moiles, Gland Belle and Willie Brown. In 1885, while on the barge Annie Vought, bad weather was

experienced and she broke away from the steamer, but succeeded in reaching Buffalo, December 4, deeply waterlogged, with her canvas blown away and deckload washed overboard, the crew being in great peril at times.

In the spring of 1886 Mr. Wellman entered the employ of Buttman & Rust as engineer in a sawmill, and remained with that firm until the fall of 1891. The next year he went to Lumberton, Miss., and ran an engine in a sawmill owned by Camp & Hinton, holding this position eighteen months, when he returned to Bay City, Mich., and closed the navigation season as fireman on the steamer George H. Parker. During the year of 1894 he fired on the Gabella J. Boyce and steamer Saginaw, followed by a season as second engineer on the steamer Maine. In the spring of 1896 he was appointed chief engineer on the Maine, holding that berth two seasons, and in 1898 he was placed as chief engineer on the steamer George H. Parker.

On May 30, 1888, Mr. Wellman wedded Miss Sarah L., daughter of James and Mary Costello, of Cortland, N. Y., and the children born to this union are Charles T. F., James C., Georgianna Veronica and Evaline Frances. The family residence is at No. 501 Broadway, Bay City, Michigan.

CAPTAIN HARVEY PETERS has the distinction of having commanded the second largest schooner on the lakes, owned by Capt. James Corrigan, of Cleveland. The Amazon has a capacity of 6,000 tons on a draft of $17\frac{1}{2}$ feet, and is handled by Captain Peters with good judgment. Previous to his appointment to the Amazon he had been a successful master of schooners for many years.

Captain Peters is a son of Joseph and Annie (Carr) Peters, and was born in Vermilion, Ohio, on July 8, 1860. His father was a patriot of the war of the Rebellion, and served with honor four years. He enlisted, in 1861, in Company I, Eleventh Ohio Volunteer Infantry, and participated with his regiment in the battles of Hawk's Nest, Greeley's Bridge and Princeton, W. Va.; Bull Run Bridge, Va.; Frederick,

South Mountain and Antietam, Md.; Hoover's Gap, Tullahoma, Chickamauga, Look-out Mountain, and Mission Ridge, Tenn.; Ringgold, Buzzard's Roost and Resaca, Ga. After the close of the war he was honorably discharged on June 11, 1865, and returned to his home in Vermilion, to which place he had removed from Ogdensburg, N. Y., about the year 1855, being the owner of a fine tract of land now occupied by the Lake Shore depot. On his return home from military service he engaged in getting out ship timber, and furnished that which was used in the construction of Capt. Philip Minch's fleet of vessels.

Capt. Harvey Peters, the subject of this sketch, improved his opportunities of obtaining a public-school education in Vermilion, and in 1875 he shipped as boy on the scow Ida J. Root, trading between Marblehead and Port Clinton, closing the season on the scow Malissa, with Captain Fetterley. The next year he went to work in a brickyard at home, but this occupation not agreeing with his marine proclivities, he ran away from home, went to Canada and shipped on the schooner Abercorn, carrying timber between Bay City and Kingston. In the spring of 1876 he joined the schooner M. L. Breck as boy, and soon went before the mast, and in the fall was promoted to mate's berth. The next year he shipped before the mast on the schooner James R. Benson, staying by her three seasons. In the spring of 1880 he was appointed second mate on the schooner Siberia. She went ashore above Long Point, on Lake Erie, the next season, the crew taking to the rigging. After twenty-three hours of exposure they were rescued by the life savers, and taken to Port Rowan lighthouse. When the sea went down they returned and stripped the schooner.

In the spring of 1882 Captain Peters was appointed mate on the schooner Grimsby, plying between Quebec and Lake Superior ports and Tonawanda in the lumber trade. His next berth was on the Thomas P. Sheldon as mate, followed by a season each on the schooner Golden Fleece and Ishpeming. In the spring of 1888 he came out as mate on the Ishpeming, but closed

the season on the schooner Saveland. He then entered the employ of Capt. William S. Mack as mate of the schooner Moonlight, and sailed for him nine years in various capacities, as occasion required, until the close of the season of 1897, with the exception of part of a season, when he was second mate on the steamer Gilcher. He left her in Buffalo just previous to her last, fatal, trip, when she was lost with all hands. During the time he was with Captain Mack he was mate of the schooner Moonlight three seasons, second mate of the steamer C. J. Kershaw, master of the Annie M. Ash two seasons. It was in the spring of 1898 that he was appointed master of the schooner Amazon, one of the largest carriers on the lakes, giving universal satisfaction to the owner, and in recognition of his ability as a master was transferred to the Australia October 8, 1898. This boat is owned by the same firm owning the Amazon.

Socially, the Captain is a Master Mason, and a member of the Order of Select Knights.

On January 17, 1880, Captain Peters was wedded to Miss Martha A., daughter of Alex M. Morrison, of Ogdensburg, N. Y., formerly of Port Dalhousie, Ont. The children born to this union are Carrie M., Viola and Harvey Lawrence. The family residence is at No. 1053 Lorain street, Cleveland, Ohio.

JOHN ALEXANDER, a prominent engineer sailing out of Ogdensburg, N. Y., on the steamer William J. Averill, received engineer's papers as soon as they could be legally granted, that is, when he reached the age of twenty-one years, since when he has come rapidly to the front in the lines of promotion. He was born on Croil island, near Lewisville, N. Y., in American waters of the St. Lawrence river, and is a son of John and Susanna (Robinson) Alexander, natives of Osnabrock, Ont., who removed to the United States about 1855, but some years later returned to Osnabrock, where the father died in 1863, the mother passing away in 1878. Our subject's paternal grandfather, Henry Alexander, was a native of Scotland,

while his maternal grandfather, William Robinson, was born in County Armagh, in the North of Ireland.

John Alexander, the subject of this sketch, attended the public schools in the villages of Lewisville and Waddington, making good use of his time there until he was seventeen years old. Two years later he shipped as fireman on the passenger steamer Island Dove plying between Waddington and Ogdensburg, and he held that berth three years. In 1882 he was granted a government license, and was appointed chief engineer of the passenger steamer Massena plying on the St. Lawrence river between Ogdensburg and Ft. Covington, running her successfully three seasons. His next berth was on the steamer Cresco, which traversed the same route as the Massena in the passenger, freight and excursion business. In the spring of 1888 he was appointed first assistant engineer on the St. Lawrence river tug Curlew, running between Ogdensburg and Montreal, and during the fore part of the season of 1889 entered the employ of the Ogdensburg Transportation Company, as first assistant onto the steamer Oregon, transferring later on the new steamer Governor Smith. In the spring of 1890 he transferred to the steamer Walter L. Frost, closing the year as engineer on the H. R. Clark, a pleasure yacht on the St. Lawrence river. The next six seasons he passed as assistant engineer of the steamers W. A. Hascall, William J. Averill and Henry R. James, respectively, remaining in the last named boat three seasons; all of these were operated by the Ogdensburg Transportation Company. In the spring of 1896 Mr. Alexander was appointed chief engineer of the steamer William J. Averill, and presided in her engine room up to 1898. He is a man of unusually fine physique, tireless in the performance of his duties; and his machinery is always found in first-class condition.

Socially, he is a Knight Templar, belonging to St. Lawrence Commandery No. 28, of Canton, N. Y.; St. Lawrence Chapter No. 132, R. A. M.; and Canton Lodge No. 111, F. & A. M. He is also a member of the Marine Engineers Beneficial Association of Ogdensburg No. 87.

On January 4, 1887, Mr. Alexander married Miss Clara J. Boeffle, daughter of John and Ellen (Fisher) Boeffle, of Canton, N. Y., and they make their home at that place.

MURDOCK N. McDONALD, a young engineer of good repute, and one who has advanced rapidly in the line of his chosen work, and holds the berth of first assistant engineer on one of the most notable passenger steamers on the lakes, the *North Land*, is the descendant of a good old Scotch ancestry on both sides, his parents being Norman and Annie (McCrea) McDonald, of Stornoway, Scotland, where the subject of this sketch was born December, 1867. His parents are still living at the old homestead in that city. His opportunities for acquiring an education were limited to the public schools of his native place, and he was early apprenticed to the firm of McClelland & Co., in Stornoway, to learn the machinist's trade, turning to good account the seven years put in their employ, and becoming a thoroughly qualified constructor.

At this time a longing for a change of scenery and country coming over him, he took passage on a steamer bound for the shores of the New World, where he was to take his future welfare in his own hands. On landing in the United States he went directly to Duluth, Minn., and, in 1887, obtained the berth of engineer on the tug *Maud S.*, which he retained four seasons, in the spring of 1891 joining the passenger steamer *Hiram R. Dixon*, of the A. Booth Packing Company. The next spring he shipped as second engineer on the steamer *Nyanza*, holding that berth two seasons. At the close of navigation, in the fall of 1893, he entered the employ of the Burnett Iron Works Company, at Duluth, continuing in this position until the spring of 1895, when he joined the tug *Charles M. Ritter*, as engineer. He then purchased the tug *Jessie Slyfield*, and operated her in St. Louis bay and river, doing general towing until fall, when he sold her. On February 3, 1897, Mr. McDonald entered the employ of the Northern Steamship Company, as second

assistant engineer of the passenger steamer, *North West*, plying between Buffalo and Duluth, remaining on her in this position till July, when he was promoted to first assistant on the same vessel; and in February, 1898, he was transferred to the sister ship, *North Land*, as first assistant, and on August 16, of the same year, was advanced to the position of chief engineer, holding it through the season. He has his eight issues of license as marine engineer.

Fraternally, he is a member of the Independent Order of Foresters, and of the Marine Engineers Beneficial Association No. 78, of Duluth. Two brothers, William, who is a farmer in Manitoba, and Alexander, for three years a member of the engineer's crew of the *North Land*, came to this country a year following Murdock's landing in America.

On May 25, 1894, Mr. McDonald was united in marriage to Miss Della, daughter of John and Annie (McKay) McDonald, of Green Bay, Wis., but originally from Scotland, and though of the same name were in no wise related. Two children, Lillian and Murdock, have been born to this union, the son dying when but six months old.

HORATIO F. BANGS is the only son of Horatio E. and Susan (Flagg) Bangs, natives of the State of Ohio. The father, who died about ten years ago, was formerly a prominent and wealthy grain merchant of Toledo, Ohio. There is also a daughter, named Sarah.

Horatio F. Bangs was born at Toledo, October 13, 1873, and attended the public school of that place until 1887; the following year he took the finishing course at the Toledo Business College, then began tugging, firing for three years on various tugs about Chicago, after which he commenced steamboating, oiling on the *Owego* for one season. He fitted her out next spring, and shipped on the *Yuma*, on which he was oiler for two months, the balance of the season serving on the *Marina*. In 1893 he filled a like position on the *Arthur L. Orr* for seven months, and after she was laid up finished the season on the *Thomas W. Palmer*. He received his first issue of license in 1894,

and was appointed second engineer on the *Lewiston*, putting in that season on her, and the following ones on the *Elphenmere*, and *John Pridgeon, Jr.* For the season of 1897 he was second engineer to *Al. Stewart*, of the *Northern Queen*. Mr. Bangs holds three issues of license. Socially, he is a member of Local Harbor No. 1, M. E. B. A., is unmarried and makes his home at No. 168 Glenwood avenue, in Buffalo, New York.

JOHN HEINKELMANN, second engineer of the steamer *Horace P. Tuttle*, is a native of Marine City, Mich., where he was born in 1865, the son of Andrew and Barbara (Lebens) Heinkelmann. His father was a farmer.

Our subject commenced sailing in 1890, as a deck hand on the steamer *H. S. Pickands*, after seven years' experience as stationary engineer. After this he was fireman on the *Colonial* in 1891; oiler on the *V. H. Ketcham* in 1892; on the *Andaste* and *Onoko* in 1893, and on the *I. W. Nicholas* in 1894, and second engineer of the *Tuttle*, reaching that position in the spring of 1895; during the seasons of 1896-97 he filled a like position on the *Yuma*, which position he still retains.

On January 18, 1898, in Cleveland, Ohio, Mr. Heinkelmann was married to Miss Louie Hatch, of Boston, Massachusetts.

MICHAEL HEINKELMANN is known as the young man whose career as a marine engineer was brought to an untimely end in the loss of the steamer *Wocoken*, being chief engineer of that ill-fated vessel. He was born in Marine City, Mich., in 1861, and was the son of Andrew and Barbara (Lebens) Heinkelmann. His first sailing was in 1885 as deckhand on the propeller *Edward Smith*, and the following year he served as fireman on the *George King*, and a year later as second engineer on the *Harry Cottrell*. He was second on the *Oswegatchie*, and the *Turner* in 1888; of the *H. S. Pickands* in 1889; of the *Viking* in 1890, and chief of the *Colonial* in 1891. The next year he was chief of the *V. H. Ketcham*, and in 1893 chief of the *Andaste*,

serving for five months, and of the *Wocoken* from that time until she went down off Long Point, Lake Erie, October 14, 1893. The vessel entered a gale which damaged the boiler house to such an extent that the water poured in through the opening and caused the ship to founder. A number of the crew were saved, but the chief engineer was among those who were lost. He had been married but a few months at the time of the accident, his wife being Miss Josie Snell, of Marine City.

EDWARD F. KEMMET, pilot of the tug *W. D. Cushing* for the season of 1896, was born in Birmingham, England, November 8, 1864, of Irish parentage. In 1865 he removed to the United States with his parents, and settled in Mansfield, Ohio. In 1869 the family removed to Cleveland, where the subject of our sketch was educated, going to the parish school until twelve years of age, when he commenced to work in a nut and bolt shop in that city, remaining there three years.

At the age of fifteen Mr. Kemmet commenced firing on the harbor tugs *Shoo Fly* and *Starkweather*. In 1880 he shipped on the tug *Charles Henry*, followed by service on the *Maggie Sanborn*, *Fannie Tuttle* and *N. B. Gates*, of the L. P. & J. A. Smith line. He took out his first papers as pilot in 1883. In 1884 he went with Robert Greenhalgh on the tugs *Doan*, and *Warswick*, next sailing the tug *Starkweather*, now the *Dennis Crowley*, and for four years sailed for Capt. Robert Greenhalgh on the tugs *C. E. Bolton*, *Doan*, and *Warswick*. He remained on the *Warswick* two years after Captain Greenhalgh went out of business. In 1889 he came out on the tug *W. D. Cushing*, and at the close of the season shipped in the fireboat *J. H. Weatherly*, as pilot. There he remained until August 1, 1890, when he sailed the tug *T. M. Moore* for Gen. Jack Casement, towing supplies for tunnel and crib work until the tunnel was completed, in 1892. The following season he proceeded to Duluth, and shipped on the tug *Stanwood*, of the *Inman* line, until October, 1893, when he returned to Cleveland and took charge of the tug *Dread-*

naught, on which he remained until November 5, 1895. He then returned to Duluth and sailed the tugs A. C. Adams and J. L. Williams. In the following July he returned to Cleveland and shipped as pilot of the W. D. Cushing, which he laid up December 5, 1896.

Mr. Kemmet was united in marriage to Miss Maggie Springer, of Cleveland, who is of German parentage. Socially, he is a charter member of Pearl Tent, Knights of the Maccabees, and a charter member of Pearl Division, U. R.

CAPTAIN ALEXANDER CRAIGIE is a son of Capt. Alexander and Betsy Craigie, and was born at Goderich, Ont., in 1870. On leaving the public schools, which he attended for several years, with thoughts of the free life of a sailor always present in his mind, he, at the age of seventeen, shipped on the steamer United Empire, as lookout.

In 1889 he went on the schooner Melvina as boy for three months, closing the season on her before the mast. In 1890 he shipped as watchman on the steamer Cambria, and finished the season on the steamer Havana, and during the following year was on the steamer Norman as wheelsman; in 1892 on the steamer J. V. Moran, and on the Australasia as wheelsman, closing the season on the Spokane in the same capacity; in 1893 was on the City of Berlin as wheelsman, afterward being promoted to the berth of mate, an office he held for two seasons; in 1895 he went as mate on the Harrow, out of Cleveland, remaining one year. In the spring of 1896 he entered the employ of E. R. Edson in the fishing business, and was appointed master of the tug Loretta Englesbee, sailing her part of the season, then finishing the season on the steamer German as watchman. He has two issues of first-class license.

In 1896 Captain Craigie was united in marriage to Miss Eva Graham, of Cleveland.

HERMAN E. SCHMIDT, a young marine engineer of much skill and promise, and who spends a great part of his leisure time in the study of standard works on engineering,

was born in Detroit, Mich., June 30, 1873. He is a son of Gustavus A. and Mary H. (Blank) Schmidt. His father was born in Germany, and came to the United States when but thirteen years of age, previous to which time he had been employed in a tannery, and on arriving in this country became an apprentice to that trade and learned the business. He is now a traveling salesman for the firms of Traugott, Schmidt & Co. and Austin, Ladue & Co., both prominent Detroit firms. He met his wife in Detroit, where their marriage ceremony was performed.

Herman Schmidt acquired his education in the schools of Detroit, afterward going to the schools in Port Huron, Mich. In the spring of 1890 he shipped as a deckhand on the tug Summer, out of Port Huron, but closed the season as fireman. That winter, after an attack of typhoid fever, he went to Los Angeles, Cal., remaining there until the next spring, when he returned to Port Huron and became fireman on the steamer W. H. Sawyer, holding that berth two and a half years, when he transferred to the Gogebic for a like berth. In the spring of 1894 he became fireman on the steamer Merida, taking out an engineer's license the next year, when he was appointed first assistant on the steamer Business, holding that berth two seasons. In the spring of 1897 Mr. Schmidt was appointed second engineer of the steamer Germania, then transferred to the Alaska, of the Anchor line, as oiler, after which he again joined the steamer Business as second, and closed the season on the Minnie Kelton. In the spring of 1898 he was appointed first assistant on the steamer Chili, of the Lackawanna Transportation Company, a position he held for some time. He has four issues of license. His brother, Gustavus, was second mate on the steamer Pidgeon, and has sailed on the Tioga and other good boats, and is now employed by the Union Steamship Company, of the Erie Railroad line, at Milwaukee; Wis. Another brother, Albert J., is oiler on the steamer Victory.

Mr. Schmidt is a member of the Marine Engineers Beneficial Association No. 43, of Port Huron, and of the Knights of the

Maccabees. He makes his home at Adair, Michigan.

ALEXANDER A. BROWN is a young man who has won for himself an excellent reputation in marine circles. He was born in Wood Haven, Long Island, October 2, 1867, but lived at that place only three years, his parents moving to Buffalo, where he has since made his home. There he attended school some years, and subsequently served several years at the machinist's trade in the shops of the John T. Noye Manufacturing Company. At this time (1890) he began the active marine life, going on the Northern Star as oiler, and there he remained six months, finishing the season in the same capacity on the John Craig. The next season (1891) he spent as oiler on the P. D. Armour and the Lehigh, and the following season (1892) on the D. M. Wilson as second engineer. Upon the Northern King he also spent a season (1893) as second engineer, and then came to the North West as first assistant for the year 1894, and was promoted to the position of chief engineer of the boat in 1895. In 1896 he was made chief engineer of the Pioneer; for season of 1897 was first assistant of the Owego, and in 1898 was made chief.

Mr. Brown is a single man. Socially our subject is a member of the M. E. B. A. No. 1, of Buffalo. He has been very successful in his line of work, and is one of the self-made men in this branch of marine life.

EDWARD SLATER is a son of Edward Slater, who for many years kept a hotel on Ohio street, Buffalo. The father was born in Dublin, came to America in the early days and died in 1892. Bridget (Brennan), the mother of our subject, was born in Sligo, Ireland, and is a close relation of Patrick Brennan, who was chief engineer of the Buffalo Water Works in 1896, and for many years previous.

The subject of this sketch was born at Buffalo, August 18, 1861, and received his education in the public schools of that city and in St. Joseph's College. His first experience on the water was as second cook

on the little barge City of Port Huron, which ran from Buffalo to Marquette and Houghton. She was lost in 1877, foundering off Burchville, about eighteen miles out from St. Clair river. The crew got ashore at Lakeport, a town on the American shore about ten miles from Port Huron. Mr. Slater's next occupation in his chosen line was as fireman on the tug Orient, on which he remained for two seasons; this tug foundered off Point Pelee in 1890, and all on board were lost. For three seasons beginning with 1880 Mr. Slater was employed on Chicago harbor tugs and in the coasting trade on Lake Michigan, and in 1883 he was engineer of the tug Orient. On the 21st of June, 1884, he entered the employ of the Buffalo Fire Department, and acted as assistant engineer of engine No. 12 until 1888, when he was appointed engineer of the City of Buffalo fireboat (now the George R. Potter), and was in this position one year, when he was transferred to engine No. 17, which position he has held for nine years.

On February 19, 1889, Mr. Slater was married to Miss Nellie Purcell, at Buffalo. They have four children, named, respectively, Claire E., Thomas H., Florence M. and Arthur V. The family residence is at No. 539 Front avenue, Buffalo, New York.

GEORGE McLAUGHLIN, although young in years, has by natural ability and close study of technical marine engineering works, fitted himself for the responsible position he now holds, as chief engineer of the largest passenger steamer on the lakes, the monitor Christopher Columbus. This monitor was built by the American Steel Barge Company, has become a great favorite with the traveling public since her debut at Chicago during the World's Fair year, when she carried 1,800,000 people with the loss of but one life, a member of the crew, and as she is now as well officered, all who ride on her experience the utmost comfort and confidence that they are well guarded against any form of accident.

Engineer George McLaughlin was born in Collingwood, Ont., on March 4, 1874, and is the son of Charles and Jennie (Cameron)

McLaughlin. The father was born in New Brunswick, of Scotch descent, and the mother in Scotland, coming to Canada with her parents. After some years, attendance in the public schools of Collingwood, George, in 1884, removed to the United States, locating in West Superior, where he soon afterwards went to work in a sawmill. This occupation being somewhat out of the line of life he had marked out for himself to follow, he transferred the scenes of his labors to the machine shop of the American Steel Barge Company, remaining with that concern until 1892, learning the machinist's trade so thoroughly that he felt confident of his ability to take charge of marine engines. He assisted in putting in the machinery of the Christopher Columbus and in the spring of 1893 shipped as oiler on her, holding that berth three seasons, the fall of the second, however, going as oiler on the monitor A. D. Thompson, and in the spring of 1894 coming out as oiler on the monitor Colgate Hoyt, these several berths being rendered possible by the fact that the passenger seasons of the Christopher Columbus are of short duration. That same fall, after laying up the passenger steamer, he closed the season in the steamer W. H. Gilbert, of the Empire Transportation Company, and in the winter went down the Mississippi as third assistant engineer of the United States hydraulic dredge Beta, engaged in government work in the river, with headquarters at Memphis, Tennessee.

In the spring of 1896 Mr. McLaughlin was appointed first assistant engineer of the Christopher Columbus, closing the season in the Centurion as oiler, in order that he might gain experience with other machinery. That winter he worked in the machine shop of the American Steel Barge Company, at West Superior, taking out marine engineer's license in the meantime. In the spring of 1897 he fitted out the Christopher Columbus, and was appointed chief engineer and ran her all season on the route between Chicago and Milwaukee. That winter he sailed the supply boat Islay, on the St. Louis Bay for the Steel Barge company. In 1898 he was chief engineer of the Christopher Columbus on the same

route, she running in the line of the Chicago and Milwaukee Transportation Company.

In November, 1894, Mr. McLaughlin was wedded to Miss Tena M., daughter of William Foreman, of West Superior, formerly of Collingwood, Ont. One daughter has been born to this union. Fraternally, our subject is a member of the Marine Engineers Beneficial Association No. 78, of Duluth, Minnesota.

CAPTAIN CHRISTOPHER A. MOORE, although a young man, has acquired a high reputation as a master of tugs. He is a son of Captain Richard and Philopene (Roberts) Moore, and was born in Port Huron, Mich., January 10, 1866. His father was born in Mount Clemens, Mich., and followed the lakes many years, the Ruby and car ferry Saginaw being among his boats. He was also a long time in the employ of the Port Huron and Sarnia Ferry Company. His mother was a native of Ottawa, Ont. His grandfathers were John Moore and Nelson Roberts, the latter a prominent lumberman of Port Huron, Mich.

After acquiring a liberal education in the public schools of Port Huron, Captain Moore shipped in the steamer Belle P. Cross, as watchman, and the next spring in the steamer Ira Chaffee, closing the season as wheelsman on the tug I. U. Masters. In 1885 he shipped as wheelsman in the steamer Fred McBrier, followed by a season in the steamer Nipigon in the same capacity. In the spring of 1887 he joined the steamer Frank W. Wheeler as wheelsman, holding that berth two seasons. In 1889 he entered the employ of the American Transportation Company at Fairport, as lineman in the new tug Annie. The next season he took out a pilot's license, and was appointed master of the tug Dickson, closing the season in the tug Charles Henry, operating out of Cleveland harbor, holding that position until the fall of 1891. The following spring he shipped as wheelsman in the steamer Alexander Nimick, and in 1893 joined the steamer John Harper as wheelsman, retaining that berth two seasons. In the spring of 1895 the Captain again entered the employ of the American Transportation Com-

pany as master of the tug George R. Paige, and has sailed her four successive seasons up to this writing.

On December 26, 1894, Captain Moore was united by marriage to Miss Emma Bird, daughter of Benjamin and Mary Bird, of Port Huron, Mich. The only child that has blessed this union is Christopher Albert Moore. The family residence is in Fairport, Ohio.

HERBERT M. MANN. One of the younger generations of lake engineers is Herbert M. Mann, of Detroit, Mich., who was first assistant engineer of the Detroit & Cleveland Navigation Co.'s passenger steamer City of the Straits, for the past three seasons.

Mr. Mann was born in the year 1865, in Adams, Jefferson Co., N. Y., where his father was a merchant. Before coming to the lakes he served for a year as an apprentice in an engine shop, and for two years in a steamboat jobbing shop, as mechanic several years and as fireman, and later as stationary engineer. Mr. Mann worked afterward for an electric light company, and then went on the lakes as electrician of the D. & C. steamer City of Cleveland. For the next three seasons he was employed as oiler on the same steamer, and for one season was oiler on the Manola, of the Minnesota line. The two following years he was first assistant engineer on the ferry Promise, one of the best boats belonging to the Detroit, Belle Isle & Windsor Ferry Co. Mr. Mann is a close student of practical mechanical engineering, and is very well acquainted with it in its various departments.

He is unmarried, and lives with his mother in Detroit, where he has resided most of the time since his early youth.

J. H. FORRESTER, an engineer who has attained both prominence and popularity among marine men in general, is a comparatively young man, although he has already twelve issues of license.

Mr. Forrester was born at Buffalo, October 27, 1863, son of Henry Forrester, who was a plasterer by occupation. He attended Public School No. 18, and after serving his

time in David Bell's shop, where he acquired a thorough knowledge of the machinist's trade, he worked as a journeyman at the old King Iron Works. He began his sailing career in the year 1885 by shipping as oiler on the steamer Gordon Campbell, of the Anchor line, on which he remained a season and a half, finishing the season of 1886 as second engineer in the steamer Cone-maugh, of the same line. After two seasons and a half on the latter steamer, he was made chief engineer on his first boat, the Gordon Campbell, continuing in that berth during the seasons of 1889-90-91 and the early part of the season of 1892, when he was transferred to the same berth on the Juniata. He has held this position continuously since, until the close of 1898, and very much to his credit be it said, for it is a fact which speaks highly for his competence. It will be noted that Mr. Forrester has been in the employ of the Anchor line ever since he began marine life, and his advancement has been both rapid and permanent. He is a member of the Marine Engineers Beneficial Association, Local Harbor No. 1, of Buffalo.

Mr. Forrester was married, in 1887, to Miss Alice Skinner, of Oswego, N. Y., by whom he has three children, namely: George, John and Harold. The mother died July 4, 1897. The family reside at No. 78 Pooley Place, in a very pleasant home.

JOSEPH P. KOHLBRENNER, a son of Joseph and Barbara (Smith) Kohlbrenner, was born on April 13, 1860, at Buffalo, in which city he finished his education at the age of sixteen years. The father of our subject was a carpenter by trade. His family consisted of three sons and one daughter, of whom Jacob was oiler of the Northern Light for the season of 1896; John is a plumber; the daughter, by name Lena, is now the wife of Edward Slout, a car conductor in the employ of the Buffalo Street Railway Company.

The subject of this sketch began at the bottom round of the ladder when starting his life on the lakes, acting as fireman on the propeller Roanoke, of the old Commer-

cial line, for the season of 1879. The next three seasons he was in the same capacity on the steamer *St. Louis* and *Avon*, and for the season of 1883 he was oiler on the steamer *H. J. Jewett*, all of the Union Steamboat Company. In 1884-85 he was in Chicago harbor as fireman of the tug *Union*, of the Vessel Owners Towing Association; in 1886 was second engineer of the steamer *Michael Grauh* (both these boats being owned by S. K. Martin, of Chicago), and in 1887 of the *Fred Mercur*, of the Lehigh Valley line. In 1888 Mr. Kohlbrenner entered the service of the Lake Erie Transportation Co., becoming second engineer of the steamer *Russell Sage*, on which he remained the two seasons of 1888-89, when he was transferred to chief's berth in the *A. L. Hopkins*, of the same company. He remained on the *Hopkins* three seasons, of 1890-91-92 to middle of season of 1893, at the expiration of which time he was transferred to the same berth in the *Russell Sage*, continuing steadily on her until the close for the seasons of 1896-97-98.

Mr. Kohlbrenner was married at Buffalo, in 1890, to Miss Carrie Keller, and they reside at No. 397 Elm street. Socially he is a member of the Marine Engineers Beneficial Association No. 1, and of the Royal Arcanum.

ALEXANDER T. STEWART. Probably the youngest engineer in the Northern Steamship line, and the only one unmarried, is Alexander T. Stewart, whose name opens this sketch. He was born in Kinleith, near Edinburgh, Scotland, July 26, 1865, and at that place he lived until he had reached his ninth year, when his father, George Stewart, a papermaker, came to America and with his family settled in Thorold, Ontario.

Here Alexander attended the public schools, adding to what knowledge he had already acquired in Scotland, until his sixteenth year, when he was apprenticed to the machinist's trade in Thorold. He also served in Buffalo, making five years in all, and after one year of actual work he began marine life. He first went as oiler on the *Syracuse*, of the New York Central and Hudson River line. After a season on the

Albany he went to the Pennsylvania Oil Company, at Corry, Penn., and remained there six months, finishing the year in the shops at Buffalo. At this time he came in the Northern line as second engineer, and served one and a half seasons. From there he went to the R. A. Packer, of the Lehigh Valley line, and the second year became chief, in 1893, when only 28 years of age. After serving as chief upon the *E. P. Wilbur* and *Fred Mercur*, he went back to the Northern line in 1894 as second engineer on the *North Wind*, and then first assistant on the *North West*. The following year, 1895, he was chief of the *Northern Queen*, and has held that position ever since. His good fortune and well-merited reputation as an engineer has gained for Mr. Stewart the greatest confidence of his employers.

NEAL HANSON, the present engineer of the Model Laundry, at Nos. 68 and 70 Elm street, Buffalo, N. Y., was born in Denmark, June 2, 1853, a son of Hans Jensen, a farmer living at Varde. Mr. Hanson received his education in his native country, and also learned the machinist's trade there. He came to America in 1871, and divided the first three years of his life here in the employ of the Atlas line, from New York to Galveston, and the ocean lines from New York to Hamburg, working as fireman.

In 1874 Mr. Hanson began his experience on the lakes, acting as fireman and oiler alternately on the steamer *Colorado* for five successive seasons. In 1879 he shipped in the same capacity on the *Roanoke*, where he remained for a season and a half, spending the balance of the season of 1880 in the hospital. For about ten months of the year 1881 he was chief engineer at the Chicago Starch Works, in that city, and the following year was engineer of the Chicago Steel Works, located on Jefferson street, also in that city. The three succeeding years he was in the government employ as engineer on steam lighters in New York harbor, and in 1886 he returned to the lakes, shipping as assistant engineer on the *Conemaugh*, of the Anchor line. On her he remained three seasons, after which, in 1889, he became assistant engineer of the

steamer *Siberia*, owned by the Davidsons, of Bay City, and during the same year was also assistant on the *Waldo Avery* and chief on the steamer *Arizona*. He shipped for the season 1890 as chief engineer of the steamer *Progress*, of Milwaukee, and remained with her until she was sunk in Detroit river, opposite Wyandotte, in collision with the *Britton*, an iron ore carrier hailing from Cleveland. The accident took place on the second day of June, about one o'clock A. M., and when the steamer went down Mr. Hanson took refuge in the rigging, whence he was rescued by a passing vessel. He finished that season as chief of the steamer *William Edwards*, owned by Valentine Fries, of Milan, Ohio, and as assistant engineer of the *E. B. Wilbur*, of the Lehigh Valley line. The following season he was assistant on the *Tacoma*, of the same line, until she was laid up in July, and in May of the next year he became assistant engineer for the Buffalo Courier Company, in whose employ he continued for two years. On August 2, 1894, Mr. Hanson became engineer for the *White Star Laundry*, and continued until November 20, 1897, when he engaged with the *Model Laundry* as engineer. He has been a member of the Marine Engineers Beneficial Association for over ten years.

Mr. Hanson was married at Buffalo March 9, 1889, to Annie Haffy, of Paisley, Scotland, and they have two children: Lillie and Pearl, aged nine and five years, respectively.

ABRAHAM WALKER, engineer of the Buffalo Gas Works, was born of Scotch parentage, February 8, 1863, his parents being James and Ann (Rothwell) Walker. He came early to this country, being educated in Buffalo at the public schools, after which he spent six years learning his trade, that of machinist, in several shops. The principal part of the time, however, he was in the employ of the Pitts Agricultural Works.

In the spring of 1882 Mr. Walker started upon the lakes as greaser of the steamer *Delaware*, of the Anchor line, but did not remain on her all of the season. His next employment in connection with the lakes

was in Buffalo harbor, where he worked as engineer on various tugs from 1882 to 1886. In the latter year he went as second engineer of the steamer *Passaic*, remaining one season, after which he became chief of the *D. M. Wilson*, where he remained until 1889, at that time taking the position of second engineer of the *John F. Eddy* for a season. The next season he remained ashore in the employ of the Buffalo Gas Works for a year, and, beginning with 1891, he acted as chief engineer of the Erie County Alms House and County Hospital for three years, in 1894 returning to the Buffalo Gas Works, where he is still employed as engineer. Mr. Walker has been a member of the I. O. O. F. for twelve years, and of the Royal Arcanum three years.

At Buffalo, April 19, 1892, Mr. Walker was married to Levina Lampshire, and they have had two children: Annie and James Raymond. Isaac Lampshire, the father of Mrs. Walker, was an old sailor, and in the early history of the lakes was mate and captain, respectively, of many sailing vessels.

WILLIS BROWN was born October 5, 1866, at Cherry Valley, Ashtabula Co., Ohio, and attended the district schools until he reached the age of seventeen years. He then went to work in a cheese factory in his native town, where he remained two years, acquiring a good idea of this business, and then proceeding to Linesville, Crawford Co., Penn., engaged in the same occupation for the next two years. At the end of this time he began work on a farm, and followed the life of a farmer for three years. In the fall of 1887 he went to Cleveland and entered the employ of S. Kennard & Sons, shoe manufacturers, with whom he remained two and a half years.

In the spring of 1890 Mr. Brown commenced his career as a sailor by shipping on the tug *Chamberlin*, of the Vessel Owners Towing line, as fireman, and he has since fired on almost every tug owned by that line. In 1893 he received his license as engineer, and was appointed engineer on the tug *C. E. Curtiss* in the spring, finishing the season on the *Allie May*, and the next season returning to the *Curtiss*. In

1896 he brought out the tug Tom Maytham, but was transferred to the tug Chris Grover on November 1, finishing the season on her.

Mr. Brown wedded Miss Nettie E. Pennrich, of Cleveland, and they have two children, Arlie Lyman and Norman Edgar Brown.

WILLIAM HARLING is a son of Seth Harling, a retired officer of the British army, and was born in 1841 at La Prairie, opposite Montreal. On New Year's day, 1867, he was living in Windsor, and crossed to Detroit with Elizabeth Gray, to whom he was married by Bishop McClosky.

His first steamboating was in 1861 as fireman on the old Dart, and in 1862 he started as fireman on the Dispatch, but was soon made her second engineer. He then went as her chief in the spring of 1863, and retained that position through the years 1864-65. His next venture was the purchase of a farm in Anderdon, on which he remained until the spring of 1877, when he returned to the lakes as second engineer of the propeller Michigan. He was on her two years, and in 1879 he went to the steamer Sanilac as chief engineer, and held that position seven seasons, giving entire satisfaction. In 1886 he went out as chief of the Saginaw Valley in the passenger business, and liked it so well that he remained with her seven years. He then spent one season as chief of the Raleigh and the next two seasons as chief of the propeller Forest City, thence returning to the Raleigh for a year, and in 1896 he was chief of the Egyptian for Captain Whipple. He is a member of the M. E. B. A. and the A. O. U. W.

Out of seven children, he has but one son, Charles, living.

CHARLES HARLING was born on the farm of his father, William Harling, in Anderdon, Canada, in December, 1872, and later went to Detroit with his parents. His mother's maiden name was Elizabeth Gray.

Mr. Harling was employed in the Baugh Rolling Mills before he went on the lakes, and has since worked there most of the time during the winters. His first sailing expe-

rience was in 1887 on the S. C. Baldwin as wheelsman, for three months. In 1888, though but sixteen years old, he fired on the Saginaw Valley under his father, who was chief engineer. She ran from Green Bay to Buffalo, and from Kingston to Chicago. He stayed there two years, and in 1890 went as oiler on the steamer F. W. Wheeler, from Duluth to Buffalo. He remained on her two years, and in 1892, being twenty-one years of age, received his papers and went as second engineer of the Forest City. He held that position two years, and then in 1894 he shipped as second engineer of the steamer Tampa, running from Duluth to Buffalo, and remained on her until the close of navigation in 1896.

In March, 1892, he was married in Detroit to Minnie Gebhardt, and they have two children: Ethel and Gladys. Mr. Harling is a member of the M. E. B. A. and A. O. U. W.

JAMES ROSSAN, a young marine engineer, thirty years of age, who possesses many good qualities of head and heart, has protected himself in his calling by an assiduous study of works on engineering, and close attention to his machinery, and winning by this the reward true merit brings in a rapid rise in his calling, until he has attained a position equalled by few men of his age and short experience. He is the son of Bartel and Annie Margaret (Langker) Rossan, and was born near Hamburg, Germany, on April 28, 1868. His father, who is a farmer, removed with his family to the United States about the year 1872, locating at Pierceville, Ill., where he purchased a farm, and where James attended school and worked on the farm until he was sixteen years of age. During the winter of 1891-92 he further improved himself by studying mathematics and mechanical drawing at the Chicago Athenæum, completing two terms of thirteen weeks each at this famous school. His first duties away from home life were on the Burlington & Quincy railroad as fireman, working in the shops at Aurora, Ill., as opportunity afforded.

It was in the spring of 1889 that Mr. Rossan began his career as a sailor by ship-

ping as fireman on the steamer *M. T. Green*. In 1890 he entered the employ of R. P. Fitzgerald, for whom he has since worked, with the exception of a few months. His first berth in his new work was sailing on the steamer *John Plankinton*, which he held two seasons. In the spring of 1892 he applied for and was granted an engineer's license, and was appointed first assistant on the steamer *George Burnham*, of Milwaukee, which city he had made his home during 1890. He retained this position until August, with John E. Eaton as chief, when he was appointed to the steamer *John Plankinton* in a like capacity, holding that berth until the fall of 1897. The next spring he was promoted to chief engineer on the steamer *Phil D. Armour*, retaining that office until the close of navigation.

The only casualty worth mentioning since he has been sailing was the loss of the rudder of the *Plankinton* in 1895, when she drifted helplessly for two days, until she was discovered and taken in tow by the revenue cutter *Andrew Johnson*.

Fraternally he is a member of the Marine Engineers Beneficial Association No. 9, of Milwaukee.

On January 20, 1897, James Rossan was wedded to Miss Daisy Maud, daughter of John E. and Annie (Proctor) Eaton, of Milwaukee. One daughter, Marion Eaton Rossan, has been born to this union. Mrs. Rossan's father is an old and highly esteemed marine engineer, and has been in the employ of William Fitzgerald a long time. Although Mr. Rossan now resides on Churchill street, Chicago, he owns a pleasant homestead in Maywood, one of the suburbs of that city.

JOHN R. JUDGE, chief engineer of the *Eber Ward*, of the Union Transit line, has through his own efficiency gained the reputation of being one of the best and most careful engineers in the line.

Mr. Judge is the elder of two sons of John R. and Sarah (Craven) Judge, the former of whom was born in New England and the latter in Canada. They came to Detroit, where the subject of this sketch was born June 2, 1867. He received his

schooling there, and started work in Flower Brothers machine shops, where he remained two years. In 1885 he commenced steamboating, firing on the tug *Hercules*, of the Mills line, Detroit, all that season, and during that of 1886 he was on the tugs *Parks* and *Ballentine*. During the seasons of 1887-88 he was engineer on the Canadian tug *Gordon Gauthier*, on Georgian Bay, and the next one (1889) on the tug *Crusader*. He was second engineer of the City of Cleveland one season (1890), and then chief of the barge *John E. Hall*, one season (1891). For the season of 1892 he was second of the *Lindsay* until September; and then went as chief of the *S. F. Hodge* for the balance of the season of 1892, and for the seasons of 1893-94 until September, when he was appointed chief of the *Eber Ward*, which berth he has retained up to and including the present season of 1898. Mr. Judge has ten issues of chief's license.

In June, 1888, our subject was united in marriage with Miss Mary Poole, of Detroit, Mich., and their union has been blessed with four children, viz.: Florence, now (1898) aged nine years; John, aged seven; Robert aged five; and Edward, aged two. The family residence is at No. 205 Chester street, Buffalo, N. Y. Mr. Judge is a member of Enterprise Lodge No. 65, A. O. U. W.; also a member of the Marine Engineers Beneficial Association No. 1, of Buffalo, New York.

FRANK D. FREDERICKS is one of the nine children born to David F. and Katharine (Deavendorf) Fredericks, both of whom were natives of New York State. The father was a farmer and large cattle dealer at both Watertown and Alexandria, New York.

Frank D., the subject of this sketch, was born at Watertown, N. Y., January 10, 1860, and received his education in the schools of that town and Alexandria. He assisted his father at farming until about seventeen years of age, at which time he began steamboating, firing, etc., on the pleasure steamer *Island Rambler*, on the St. Lawrence river. In the following year he went to Iowa and engaged as engineer in

a sawmill, remaining there six months, at the end of that time going to Milwaukee, where he spent three years learning his trade in the Chicago, Milwaukee & St. Paul railroad machine shops. Coming east, he shipped as oiler on the Commodore for three seasons, leaving her to go as second engineer in the Lackawanna's steel steamer Scranton, in which berth he has continued ever since, serving nine consecutive seasons. Mr. Fredericks is also a boilermaker, and during the winters is engaged in some such shop, having been in Riter's shop at Buffalo, N. Y., during the past seven years.

Mr. Fredericks was married, in 1878, to Miss Minnie Johnson, of Alexandria, N. Y., by whom he has three children. The family home is at Buffalo, N. Y. Mr. Fredericks is a steady and temperate mechanic, and has eight issues of license, three of them being chief's papers. Socially, he is a member of Local Harbor No. 4, Marine Engineers Beneficial Association, of Chicago.

WILLIAM WATTS was born in Collingwood, Ont., March 11, 1859. His father, Mathew Watts, was a sailor before him, having been in the employ of the Canadian Government as master on the ocean and lakes until his death from exposure on Lake Winnipeg, he having been lashed to the bottom of the yacht Keewatin for ten days and nights during the month of September, 1890. The mother was formerly Fairlina Brotchie.

His first experience as a sailor was on a dredge, filling any capacity upon which he was called to fill, and so worked for five years, when he took out papers licensing him to sail as second engineer. In 1879 he went to Detroit, and that season was on the tugs Sweepstakes, C. Champion, I. W. Masters and Stranger as second engineer, without losing a day, all of the tugs being owned by John R. Gillett. The next season he filled the same position on the tug Niagara, for Merrick & Esselton, and remained on her four years, towing six barges in the Lake Superior trade. In 1884 he went into the employ of the Northwestern Transportation Company, where he has been ever since; officiating as second engin-

eer on the Forrest City two years; on the Fayette Brown one year; on the E. M. Peck two years; then was her chief four years, and of the S. R. Kirby six years. He is a member of the M. E. B. A. He is unmarried.

CAPTAIN JAMES B. WATTS is a son of Mathew Watts, who died from exposure on Lake Winnipeg while a captain in the employ of the Canadian Government, having been lashed to the bottom of the yacht Keewatin for ten days and nights, in the month of September, 1890. The mother was Fairlina Brotchie, and her family were sailing men.

James was born in Collingwood, Ont., in 1861, and his first sailing was in 1876, before the mast on the schooner Kittie, in the lumber trade from Lake Huron to Lake Erie ports. The next season he was before the mast on the schooner Hannah Moore, and in 1878 was mate on the same schooner, going, in 1879, as mate on the schooner Seaman. In 1880 he was before the mast on the schooners Thomas Gawn, Riverside, Selkirk and other lake traders, until the close of 1884. During the season of 1885 he was wheelsman on the steamers Wm. A. Haskell and the Wm. J. Averill, from Ogdensburg to Chicago. In 1886 he shipped as second mate on the steamer India, and the next year, 1887, was made first mate on the steamer Vienna.

During the seasons of 1888-89 he was first mate on the steel steamer Cambria, until July 12, 1889. He then went on the steamer Havana as captain, and sailed her until the close of 1890, and in 1891 he went as master to the steel steamer Norman, and in 1892 joined the United States lighthouse tender Warrington, in the same capacity, but in July of that year he changed to the steamer City of London. The season of 1893 he passed ashore, excepting two months late in the season, when he sailed the steamer Briton. In 1894 he sailed the steamer R. P. Ranney. In 1895 he accepted the position of first mate on the steamer Briton, and during the season of 1896 filled the same berth on the large steel steamer Coralina. In 1897 he went as

master on the steamer Briton, and now (1898) is holding the same position on the same steamer. He is still unmarried.

ROBERT WATTS is a modest young man, but possesses the laudable ambition to be one of the best engineers on the lakes, and to gain this end he is studying hard. His father, Mathew Watts, was a sailor on the ocean and lakes for the Canadian Government, being a master at the time of his death, which was caused by exposure on Lake Winnipeg, he having been lashed to the bottom of the yacht Keewatin for ten days and nights in the month of September, 1890. The mother's maiden name was Fairlina Brotchie.

Robert was born in Port Franks, Ont., in 1873, and his first experience on the lakes was in 1890, as waiter on the United Empire, running from Sarnia to Duluth. In 1891 he was wheelsman on the lighthouse tender Warrington, and the next season he wheeled the City of London, and the following season was oiler on the S. R. Kirby.

In 1894 he became oiler on the Harvey H. Brown, and the next season again became oiler on the S. R. Kirby. In 1896 he had charge of the machinery of the George E. Hartnell. That fall he was given his papers, and the season of 1897 found him second engineer of the steamer E. M. Peck, and the following season, that of 1898, he served as second engineer of the steamer S. R. Kirby. He is unmarried.

EDWARD A. CARTER is a native of Massachusetts, born November 17, 1861, son of Thomas and Hester (Roughsedge) Carter, who were residents for many years of Lawrence, that State.

Thomas Carter was born and raised in England. He manufactured files at Lawrence and also at Buffalo, and was among the first to engage in that branch of manufacturing in the United States. He died in Buffalo, February 14, 1893. Edward A. Carter received his education after his removal to Buffalo, in 1865, at Public School No. 19. He was employed for several years succeeding his school days in the Jacobs Brothers Moulding and Finishing

Works; as engineer with the Buffalo File Manufacturing Company, of which his father was the proprietor; was with E. P. Washburn, nickel plater and finisher, and as engineer with Hindston & Hill, of the Buffalo Hammer Works. In 1885 Mr. Carter began life on the water as fireman on the new tug International. He remained about nine months in this employ, and the following season acted as oiler on the steamer Rochester, under Robert E. Walker, chief engineer. Until September of the season of 1887 he was first assistant engineer of the steamer Portage, under George Fritchie, who was chief, and his next position was as first assistant engineer of the steamer Lackawanna, on which he remained until September 15, 1888. On that day he became chief engineer of the steamer Grand Traverse, and was with her continuously until October 19, 1896, when she was sunk off Colchester reef, Lake Erie, in collision with the steamer Livingston. The accident occurred about 5:40 o'clock in the morning, the Livingston striking the Traverse about midship, and making an opening in her side about twelve feet deep. The former was loaded with corn, the latter with 850 tons of coal and miscellaneous merchandise, bound up for Green Bay. A singular fact in connection with the occurrence was that it was the first trip in seven weeks for the Livingston, and the first in eight for the Traverse. During the spring of 1897 he was appointed chief engineer of the steamship Arthur Orr (2,329 g. t.), remaining on her in this capacity till August 5, 1898, when he left her to take a similar position on the steamship Appomattox (2,643 g. t.)

Mr. Carter has taken a complete course at the Colliery Correspondence School, of Scranton, Penn., in marine and electric engineering, and is one of the few experts in this particular line of business, and is employed in much complicated and difficult work where the keenest judgment is required. He is well known and appreciated by all his acquaintances.

On August 5, 1885, Mr. Carter was married at Guelph, Ont., to Amy Edith Harvey, and they have two children, Vera G., aged (1898) ten, and Verna, aged six years. Mr.

Carter has been a member of the Marine Engineers Beneficial Association for about six years.

P. B. McCABE has the reputation among the captains of being one of the best natured engineers on the lakes. He knows his business thoroughly, and there is no clashing with the other end of the boat. It is said that he and the late Captain Hackett worked together longer than any other two men on the lakes. They went on the same boat in 1868, and were together every season after that until Captain Hackett died in 1894.

Mr. McCabe was born in Yonkers, N. Y., a son of Michael and Mary (McCoy) McCabe. He thoroughly learned the machinist's trade in Yonkers, so that when he came west in 1864 he at once secured a position as engineer for the tug firm of Hubbard & Bronson, of Chicago, and spent the next five years on their tugs Brothers, Success and Constitution. Then he spent one season on the tug Prindiville, owned by Ballentine, Moore & Co. The next season the large tug Torrent came out new, and Mr. McCabe took charge of her engines and remained on her six years doing towing for Alger, Smith & Co. Then he was transferred to the tug Vulcan, owned by the same company, and ran her engines for seven years, or until the Manistique was launched, when he superintended the placing of her engines and ran her for two years. In 1884, the company brought out the Schoolcraft and Mr. McCabe was called upon to see that her engine and machinery were properly placed, after which he had charge of her engine room for four years. Then in 1888 the company brought out the Volunteer, and Mr. McCabe was selected to superintend the placing of her engine and machinery. He has run her ever since, and will probably continue to do so until the company brings out another new boat, all of which speaks highly for his ability and attention to his business. Mr. McCabe has saved some money and has it well invested in property in Detroit, to which place he moved in the latter 'sixties.

On January 10, 1870, he was married to

Mary J. Curtis. He has four sons, Francis, Owen, Burnard and Thomas, and two daughters, Mary and Ursula. He is a member of the M. E. B. A., C. M. B. A. and C. K. & L. of A.

OWEN McCABE was born on Sixteenth street, in Detroit, in 1876, and has concluded to follow the footsteps of his father, P. B. McCabe and become a marine engineer. He was educated in the schools of Detroit, and at the age of sixteen shipped on the Volunteer, as oiler under his father as engineer. Wishing to have his early experience varied, so as to pick up as many ideas as possible, he accepted a position in the engine room of the Andaste in 1894, and again in 1895; he then shipped on the Zenith City, but after two months was taken ill and remained off the lakes the balance of that season.

BURNARD McCABE began life in the city of Detroit in 1878. His father was P. B. McCabe, an engineer, and his mother was formerly Mary J. Curtis. He early showed that he possessed much artistic talent, and since a lad has spent a large portion of his time in sketching and painting. He seems to prefer crayon and pastel work, and the walls of his father's house show several of his pastel works in marine views which are very creditable. He has never seemed to think of making art his profession, but sketches and paints for recreation because he loves it. He also has a penchant for the water, and spent the season of 1895-96 as oiler on the Volunteer, under his father as chief. In the fall he expressed a desire to see the world, and went East to go on the ocean for a short time.

JOHN N. GRETZINGER was born at Fairview, Hancock Co., W. Va., January 12, 1868. He attended the public schools of that village until he was fourteen years old. Upon leaving school he went to work in his father's tannery, where he acquired his first knowledge of steam engineering and soon became engineer of the shop, taking care of the boilers and engine, steam pumps, steam

heating system, etc., and making his own repairs. He began to study books and mechanical papers on steam and steam engineering, and by diligent study acquired a good general knowledge of the subject. He became more interested in the profession, and was looked upon as a well-posted young man. He had charge of different stationary engines until he was about twenty-one years old, when he entered a machine shop at Wellsville, Ohio, and where he remained until offered a position in Pittsburg, where he served three years in the engineering department of the American Iron and Steel Works. He then got the idea that he would like to have some experience as a marine engineer, and in March, 1893, he asked for a few days' vacation, which was granted. He kept his own counsel, and he set out for the Great Lakes to see if he could not get a position as oiler on board some ship to work himself up to marine engines. Being a perfect stranger to all marine men he considered his chances for such a position very slim, but fortunately he secured a position as oiler on the steamer City of Cleveland. He at once returned to Pittsburg, resigned his position there and made preparations to go on the lakes, accepting the position as oiler on the City of Cleveland, of the D. & C. line, where he remained two seasons, passing the examination and getting government license for marine engineer in February, 1895. Soon after he was promoted to the position of first assistant engineer of the new steamer City of Mackinac, which position he has held for the past four seasons. His entire life, it might be said, since a boy of thirteen years old, has been devoted to steam engineering in one branch or the other. He takes an interest in all matters pertaining to steam engineering, and is a man much devoted to reading and study.

He is a member of several secret societies, among them being the M. E. B. A. and the I. O. O. F.

PETER D. BAULD, chief engineer of the Morrison estate, Chicago, sailed for several years upon the lakes, and is a worthy representative of a family which has been

prominently connected with marine affairs. He was born in Chicago, in 1860, a son of David and Jennette (Houston) Bauld, both natives of Scotland and early settlers of Marine City, Mich., where the father was for some time chief engineer of the Ward line of boats. After coming to Chicago in 1854, he was made superintendent of the Hanna, Lay & Co. line of boats, and superintended the construction of all their boats, including the Traverse City and Grand Rapids. He remained with them for the long period of twenty-eight years. He was an expert machinist, and was well known all over the Great Lakes. He died in Chicago, in 1889, and his widow still resides in that city.

There our subject was reared and educated. During boyhood he commenced his business career as oiler, and at the age of twelve years began serving an apprenticeship to the boiler-making trade in the Rock Island railroad shops. In 1872 he commenced sailing out of Chicago as oiler on the City of Traverse, and remained on her some years, being made second engineer in 1875. She belonged to Hanna, Lay & Co., was engaged in lumber and passenger trade, and made Buffalo and nearly all important lake ports. On leaving her in 1878, Mr. Bauld was made second engineer on the City of Grand Rapids, which was engaged in the passenger trade, and in 1881 became chief engineer of the T. S. Faxon, a fast passenger boat, which is still in commission and is now running on the Great Lakes. Later he was chief engineer on the John A. Otis, engaged in the iron trade between Chicago and Escanaba, Mich. As second engineer he was then in the employ of the Union Steamboat Company, and was first assistant on the Avon and later on the Starrucca, engaged in the freight trade between Chicago, Buffalo and Detroit. She is a very large boat, and is still in commission. For the following season Mr. Bauld was chief engineer of the City of Traverse, but in 1887 he quit the lakes and accepted the position of engineer for the Western Electric Company for one year. He was then assistant engineer at the city hall for the same length of time, and remaining in

the employ of the city he had charge of the Jackson street bridge for a time, and was engineer of the Holden school building one year. The following year he was chief engineer of the Union League Club, for a time was assistant engineer of the Royal Insurance building; and for six years was chief of the Commercial National Bank building. His next position was as superintendent of the Van Buren street bridge, but for the past year and a half has been chief engineer of the Morrison estate. Socially he was at one time a member of the Marine Engineers Association, and is still widely and favorably known in marine circles.

In 1889, in Chicago, Mr. Bauld was united in marriage with Miss Anna Riewald, and they have one daughter, Dorothea.

GEORGE M. BOHNERT was born May 21, 1862, in Buffalo, N. Y., where he acquired his education, in the public schools, and where he still continues to make his home. The birth of his father, John B. Bohnert, occurred in the north of France, near the Belgian frontier, whence when four years old he was brought to America, by his parents, who located in Buffalo, making their home there for some years. The father spent the greater part of his life on the lakes, retiring in 1844, and he is still living in Buffalo, a police pensioned officer.

During his youth George M. Bohnert learned the machinist's trade. At the age of nineteen, however, he went on the Winslow, of the Anchor line, as oiler, in which position he remained only a part of one season, being obliged to return home on account of sickness in the family. He spent the next season as oiler on the Idaho, of the Western Transportation Company, and the following three years as first assistant engineer on the Colorado. He was then on the Wyoming as second engineer for two years, and after seven seasons spent upon the Florida as first assistant, he returned to the Wyoming in 1895 as chief engineer, which position he is still acceptably filling.

Mr. Bohnert was married May 15, 1893, to Miss Agnes L. Percy, of Buffalo, and they now have a pleasant home in that city at No. 130 Sage avenue. Fraternally he is

a member of the Marine Engineers Beneficial Association of Buffalo, and of Buffalo Encampment No. 46, I. O. O. F.

HUGH BUCHANAN is the son of Alexander and Jeanette (McLachlan) Buchanan, natives of Glasgow, Scotland, and was born June 1, 1861, at Mount Forest, Ont., where he attended school for several years, and resided until the spring of 1882, when he came to Detroit, from which city he began his marine life, to which he has ever since given his attention, first going on the tug Balize as fireman, where he served two years, then spending two years on the William A. Moore, in a like position; the following season served in the same capacity on the Tacoma and Northern Light. After spending one season on the Continental as second engineer, he came to the Nebraska and B. W. Blanchard, acting in the same capacity, and the following season found him serving as second engineer on the Roswell P. Flower, transferring from this vessel to the Fayette Brown, on which he remained three years. Upon the Newsboy he next acted as chief engineer for two years, and in 1896 came on to the Ira H. Owen to the position of chief engineer, holding it up to and including the season of 1898.

On January 12, 1893, Mr. Buchanan was married to Miss Anna M. Fox, of Detroit, and they have one child, Hugh L. Buchanan. Mr. Buchanan is a member of the M. E. B. A. No. 3, of Detroit, and the Knights of the Maccabees, Michigan Tent No. 112.

NELSON BROWN, who is a son of William H. and Ursula (Irons) Brown, was born in Wallaceburg, Ontario, March 12, 1867. His father, an old-time lake captain, retired twenty-eight years ago. Nelson Brown received a good common-school education, continuing his attendance winters until he was twenty-two years of age. He commenced sailing in the spring of 1886, on the steamer J. P. Donaldson, as deckhand, remaining about three months, closing the season on the steamer Cleveland as watchman. The following season he sailed as

wheelsman on the tug Oswego, until May 30, when this tug was sunk in collision with the May Richards, near Colchester Light, on Lake Erie. When he came off watch that night he went to his room, and shortly after 1 A. M. the jibboom of the May Richards entered it and came near passing through him; his hand was crushed, and a ring on his finger was bent out of shape. The sustaining rods that pass through the cabin were bent so that he could not get out, and he had to call for help. When he was released from his perilous position the crew, numbering twelve persons, took him to the yawl boat, and after a hard pull landed on the Canadian shore about three miles from Kingsville at 3:30 A. M. The Oswego sank in about five minutes in six fathoms of water. He next shipped on the tug Admiral D. D. Porter, as watchman, until the close of the season.

In the spring of 1888 Mr. Brown shipped on the schooner H. D. Root, of Cleveland, before the mast. The next spring he sailed as watchman on the tug H. Howard, being engaged in towing rafts from Hammond's Bay to Sandusky, finishing the season on the Ogemaw, as wheelsman. In the spring of 1890 he shipped as watchman on the steamer Gladstone, and the following season on the Argonaut, in the Chicago and Ogdensburg trade, and after three months he contracted typhoid fever and was forced to go into the hospital at Buffalo. In 1892 he sailed as wheelsman of the steamer Fayette Brown; in 1893 as second mate of the steamer Russia, second mate of the Scranton, and second mate of the W. B. Morley, respectively; in 1894, second mate of the Fayette Brown; 1895, wheelsman on the steamer Selwin Eddy; 1896, second mate on the Fayette Brown, and 1897, mate of the steamer J. S. Fay. In the spring of 1898 he went as mate of the steamer Colonial, and had a rough time on Lake Huron the morning of October 22, about twenty miles south of Duck Isle, but found shelter in Thunder bay. This was the same storm in which the steamer L. R. Doty was lost on Lake Michigan. They laid up the Colonial at Tonawanda, N. Y., December 15, 1898. He has seven issues of first-class pilot's

papers. He is a member of the Royal Arcanum.

In 1895 Mr. Brown was united by marriage to Miss Grace Crane, of Bathgate, North Dakota. The family residence is at No. 150 Buchanan street, Detroit, Michigan.

CAPTAIN W. J. WILLOUGHBY, although a young man, has by right living and close application to business and a good knowledge of business methods and seamanship, advanced rapidly in his marine career. He was born in Goderich, Ont., July 8, 1865, and he attended the public schools of his native town until he reached the age of sixteen years, after which he was connected for two and a half years with a firm engaged in the boot and shoe business. In the spring of 1884, at the age of nineteen years, he began his career as a sailor, shipping as steward on the small schooner Heather Bell. The vessel was commanded by Capt. William McKay, of Goderich, and on the first trip was wrecked in a southwest gale on Lake Huron, twenty miles above Southampton, by dragging her anchors and going ashore on May 2, 1884. This was his first experience in sailing, and he received no remuneration for his services, as the Captain lost everything. After leaving the vessel on the beach, he returned to Southampton with the Captain, and engaged with Captain John Quinn to help wreck the side-wheel steamer Manitoba, then on Chantry island, and returned with him to Detroit. Being still anxious to sail and finding shipping very dull, he shipped on the new steamer Schoolcraft as deckhand, owned by Alger, Smith & Co., of Detroit, and commanded by Capt. Thomas Hackett. Here he remained four seasons, the last three of which he served as wheelsman, and then was appointed second mate and transferred to their new steamer Volunteer, which boat he helped to fit out on the stocks. He remained on her three years, and in the year 1891 was appointed mate of the steamer Gettysburg, of the same line, remaining there about two months and finishing the season in the steamer Norman, of the Menominee line. The following season, 1892,

he shipped as first mate of the steamer *Sachem*, and finished the season as mate of the steamer *Fred Kelley*, of M. A. Bradley's line. In the spring of 1893 he again shipped as mate on the steamer *Schoolcraft*, remaining on her in this position until 1895, when he was appointed master of the barge *Keweenaw*, of the same line, and owned by the Thomas Nester estate, of Detroit.

In the year 1894 he took out master's papers and the following season after laying up the *Keweenaw* was through his own exertions appointed master of the steamer *Birkhead*, owned by Mr. William Warren, of Tonawanda, which berth he later resigned on account of illness and death in his family which for a time threatened to ruin his own health. He, however, recovered sufficiently to take command of the steamer *Quito*, owned by the Hon. W. J. White, of Cleveland, which steamer he sailed two years very successfully, and was then appointed master of the side-wheel passenger steamer *State of Ohio*, of the Cleveland & Buffalo line, which steamer he laid up at Lorain, Ohio, closing the season of 1898.

Captain Willoughby is a member of the Cleveland Branch of the Ship Masters Association, Lodge No. 4, and also belongs to Bigelow Lodge No. 243, and to Detroit Lodge No. 6, A. O. U. W., and is a third-degree Mason. He resides at the corner of Beech street and Scovill avenue, Cleveland, Ohio.

PETER H. YAX, mate on the steamer *Byron Whitaker*, was born July 8, 1864, in Port Trumbull, Mich., where he lived for several years, receiving his education in its public schools. His father, Isadore Yax, is a retired shipmaster and owner, having spent about thirty years of his life in active service on the lakes. He now resides in Tawas, Michigan.

At the age of nine years Peter H. Yax began his marine life, sailing during the season on his father's schooners and attending school in winter. As a boy he went on the schooner *Eagle*, and afterward on several boats, among which were the scow *Leader*

and the tugs *W. F. McCrae* and *L. L. Lyons*. He was then employed on the *Kitty M. Forbes* as wheelsman, and the following year in the same capacity on the *Stranger* for a part of the season, spending the remainder on the *Oscar Townsend*. The next year he was wheelsman on the *Justin R. Whiting*, and afterward on the *Balize*.

The following season Mr. Yax spent on the barge *E. C. Roberts* as seaman, and then served in the same capacity on the *D. P. Dobbins*, the schooner *Groton*, *John T. Johnson* and *John Shaw*. He was next on the passenger steamer *Flora* as wheelsman for a part of a season, and later was second mate on the *George King*, afterward serving in the same capacity on the *T. S. Christy*, *Charles A. Eddy*, *E. C. Pope*, *C. J. Kershaw*, *Pontiac*, *Selwyn Eddy* and the *Robert Wallace*. He was then mate on the *Kitty M. Forbes*, wheelsman on the *Roumania*, and second mate on the *W. H. Gilbert*. In the middle of the season of 1896 he became mate on the *Queen City*, and the season of 1897 was put in as mate on the steamers *Robert Fulton* and *City of Bangor*, and in 1898 accepted the position of mate on the *Byron Whitaker*.

On April 1, 1886, Mr. Yax married Miss Matilda Bedore, of Quebec, Canada, and they have seven children, four of whom are in school: Isabel, Harvey, Paul, Marcellina, Lillie, Joseph and Scott.

CAPTAIN JOHN P. NAGLE is an energetic, thoroughgoing business man, born at Passage West, County Cork, Ireland, in 1863, son of John and Ann (McCarty) Nagle. His father was a coast and river pilot and harbor master at Passage West, and his mother was the daughter of Captain McCarty, a coast pilot at Cape Clear, Ireland.

Young Nagle acquired his education in the common schools of his native place. In 1877 he shipped on Her Majesty's man-of-war *Shannon* as boy, and served four years and seven months. He became an able seaman in order of rating, and a trained torpedo-man and wire-splicer, and also gained some experience in sub-marine diving. During the time he was on the *Shan-*

non she made some extensive cruises, going from Devonport to Bantry Bay, thence to Gibraltar, to Malta and the Dardanelles; and young Nagle was a witness of many of the engagements between the Greeks and the Turks. He visited Baseeka Bay with the Shannon, thence to Malta, to Hong Kong, China, and back to Japan; thence to Trincomalee, and via the Suez canal to Gibraltar, thence to Lisbon and the Madeira Islands. The Shannon was then ordered to Rio de Janeiro, South America. On her arrival she proceeded to Montevideo, and through the straits of Magellan to Patagonia, where young Nagle saw his first cannibal. The ship then went to Terra del Fuego, and arrived at Valparaiso two days after the first naval battle between the Chilians and the Peruvians, at which time the latter brought in their prize, the warship Uoscor. The Shannon then proceeded up the coast, and Captain Nagle witnessed the first land battle fought at the Pisagua, between the marines of Chili who had landed, and the troops of Peru. The troops were driven back, and it was in the naval affair at this time that the Peruvian corvette Higgins was sunk.

The Shannon, following up the course of the war, proceeded to Callao, where young Nagle witnessed all the bombardments between the two forces, and the fall of the different towns, including Lima. At the time of the fall of the latter city, nine transports, and the corvette Union, which was a swift and successful blockade runner, all with steam up, and under convoy of a monitor, were run out into the bay and set on fire, and the whole fleet destroyed.

It is said that the long-range gun was put into practical use for the first time during the engagement of Callao. This gun was mounted on a cattle-boat, which had previously plied between Cork and Bristol, and had been sold to the Chilian government under false colors. The gunboat Shannon chased her three days and nights, but could not come up to her.

After witnessing the engagements above noted, the Shannon proceeded to Panama with refugees, where orders were awaiting the man-of-war to return to England. She

arrived July 24, 1881, after an absence of four years and seven months. Captain Nagle was then paid off, and granted a leave of absence for seven weeks. In August he took French leave of the English navy, and with his sister took passage on the steamship City of Montreal, landed in New York, and proceeded at once to Bay City., Mich., where he had a brother, who had come to this country some years previously.

Captain Nagle, shortly after his arrival at Bay City, shipped as seaman with his brother, who was master of the schooner Roscius, until the close of navigation. He passed the next season as mate of the schooners Nelson and Emma Mayes. In the spring of 1883 he was appointed master of the Danube, and in 1884 of the Arizona. The next season he stopped ashore. In the spring of 1886 he purchased an interest in the schooner Star of the North, and sailed her successfully for three years. He then bought an interest in the schooner D. H. Keyes, and sailed her two years. In the spring of 1891 he purchased a third interest in the schooners Conrad Reid and Fostoria, still holding his interest in the Keyes. He sailed the Conrad Reid two seasons. In 1893 he sailed the schooner Genoa, and in 1894 was appointed master of the steamer W. P. Thew, and sailed her until she was destroyed by fire, which was raging along the docks where she was lying.

After this loss Captain Nagle retired from the lakes, and in the spring of 1895 he went to Toledo, Ohio, and established a business there as vessel agent and ship broker, with W. O. Hall as a partner. At the end of the year this firm was dissolved, Mr. Hall withdrawing on account of ill health. Mr. G. G. Hadley and his son then associated themselves with Mr. Nagle, and the business was continued under the name of Nagle & Hadley. They purchased the tug McCormick, and an interest in the Wisconsin, and started the Vessel Owners Towing company of Toledo. Mr. Hadley's health failing after the death of his wife and daughter, he withdrew from the firm, selling his interest to Captain Nagle, who soon after added the tug Saugatuck to his business.

Captain Nagle is an insurance and ship-

ping agent for eleven different concerns, representing Smith, Davis & Co., of Buffalo; the Indemnity Transportation company of St. Louis, Mo.; the Hocking Coal Company, the Turney & Jones Coal Co.; and the Baltimore & Ohio Coal Co.—all of Columbus, Ohio; and is agent for John T. Solom, R. W. Copeland, Gostine & Barber, and W. H. Vance & Co., all of Toledo; O. W. Shipman, of Detroit, and the Thompson Towing and wrecking Association of Port Huron, Mich.; he also does all the marine business for the Cincinnati, Hamilton & Dayton railroad. Captain Nagle is a member of the American Association of Masters and Pilots, Harbor No. 43.

On September 22, 1889, he was united in marriage to Miss Louise Webster, of Picton, Ontario. The children born to this union are Lydia Marie; Myrtle Louise, and John Michael. One infant, a twin to John, died shortly after birth. The family residence is at No. 1712 Monroe street, Toledo, Ohio.

JOHN F. KALB is one of the popular marine engineers sailing out of the port of Cleveland. He was born in Vermilion, Ohio, in 1867, a son of Joshua and Mary E. Kalb, who removed to Cleveland from Vermilion in 1878. Joshua Kalb is a ship carpenter, and was in the employ of Capt. Alva Bradley as a jobber, doing all the repair work to his vessels for thirty-six years, and since Captain Bradley's death he has worked for the Globe Ship Building Company, and has made all the spars for the steel boats built by that firm. In the spring of 1863 he enlisted in Company G, 67th O. V. I. and served till the close of the war, participating in all the battles in which his regiment was engaged in the Army of the James, and was present at the surrender of General Lee. He is now seventy-three years old, but is still full of vitality.

John F. Kalb found his first experience as a lake-faring man in the employ of Capt. P. Smith. In the spring of 1880 he shipped as fireman on the tug Charles Henry; in 1881, transferred to the tug Maggie Sanborn, remaining two years; followed by like service on the tugs James Amadeus, Patrick

Henry, S. S. Stone, Peter Smith, L. P. Smith, and N. B. Gates. In the spring of 1885 he took out a pilot's license, and sailed the tug Starkweather. The next season he took out an engineer's license, and was appointed chief of the tug N. B. Gates. In the spring of 1887 he was appointed engineer of the tug Thomas Monson; in 1888, was appointed first assistant engineer of the steamer Fred Kelley; in 1889, shipped as assistant engineer of the steamer Minneapolis, but finished the season in the same capacity on the Albert Y. Gowan. The year following he stopped ashore and ran the engine for the firm of Likely, McDonald & Rocket. In the spring of 1891 Mr. Kalb shipped as assistant engineer on the steamer A. Everett, remaining until August of the following season, and finishing on the steamer German. In 1893, he engineered the steamer John B. Ketcham. The following year he entered the employ of William Bailey & Sons, wall paper manufacturers, in Cleveland, as engineer, remaining two years. In 1896 he returned to the engine room as first assistant of the steamer Cambria, laying her up at the close of navigation. He was retained as first assistant of the Andaste for the season of 1897 and 1898. He is a member of the Marine Engineers Beneficial Association, and of the Order of Eccentrics.

In 1886 Mr. Kalb was wedded to Miss Marcella Fay, of Cleveland. The children born to this union are: Mabel Frances, John F., Michael Leo and Marcella May. The family residence is at No. 162 Liberty street, Cleveland, Ohio.

WILLIAM KLEIN, second engineer of the passenger steamer Spokane, was born at Detroit, Mich., October 20, 1869. He attended the public schools of his native city, and subsequently, when about seventeen years of age, started the first practical work of his life as catcher for six months in a rolling mill. He then entered Baugh's Steam Forge Works, to learn the machinist's trade, and there remained two years.

In 1889 Mr. Klein commenced steamboating as oiler on the Fayette Brown, remaining on her two seasons, and for two

months of the next season went into the Nyack, finishing same on the Japan. During the season of 1892 he was on the India, and in 1893 he was promoted to the berth of second engineer on the same vessel, remaining until 1894, and in 1895 held that berth on the Northern Queen, of the Northern Steamship Company. The succeeding season he went back to the Anchor line as second of the India, one of the three passenger boats of that line, where he remained during the season of 1897. In 1898 he transferred to the Spokane. Mr. Klein is a quiet, conscientious workman, and believes that in order to attain a position among the leaders of his profession a thoroughly practical and theoretical experience is essential, and it is safe to say that he has attained, by close study and attention, an unusual degree of proficiency. He has six issues of license, and is a member of Local Harbor No. 1, Marine Engineers Beneficiary Association. Mr. Klein is a single man, and resides with his mother at No. 171 Austin street, Buffalo, New York.

ANDREW J. WILSON, chief engineer of the steamship Chili, was born in Port Huron, Mich., November 15, 1864. His father, Lewis Wilson, was a butcher, and is now president of the Port Huron Live Stock Association, being in charge of a ranch at Chinook, Mont., with 5,000 head of sheep.

Andrew J. Wilson was educated in Port Huron, and at the age of seventeen entered the machine shop of the Phoenix Iron Works, where he remained three years. Shipping on the lakes he served as fireman successively in the Ira Chaffee, Evening Star and the City of Concord. On February 16, 1888, he received his first papers as engineer, and during that year went as second engineer on the City of Concord and the Rhoda Stewart, at different times. The next year he was second of the steam Idlewild and chief of the tug Mystic, and during the entire season of 1890 he was second of the Wocoken. The entire season of 1891 he was second of the Brazil, and in 1892 he became chief on the tug A. J. Wright. On June 16, 1892, he

transferred to the Wocoken as chief, and the following season was given the same berth on the Norwalk, of whose engine-room he was in charge four years, or until the spring of 1897. In 1894 the Norwalk laid up on July 4, and during the remainder of the season he was chief of the Monohansett. In 1897 and 1898 he was chief of the steamship Chili.

Mr. Wilson has been blessed with a scarcity of hair-breadth escapes and dangerous experiences during his sailing career. The only accident of any consequence in which he was concerned was when the Brazil ran into and sunk the Samuel Mather, near Point Iroquois, Lake Superior, November 22, 1891. The Brazil on this occasion rescued the crew of the wrecked vessel. Mr. Wilson has commenced taking a complete mechanical course in marine engineering of the International Correspondence School of Scranton, Penn., with the intention of mastering every detail of his profession.

On Christmas Eve, 1885, Mr. Wilson was married to Miss Lizzie Beatham, of Port Huron, and their children are: Harry Beatham and Oscar James. Our subject is quite active in fraternal circles, being a member of the Knights of the Maccabees of the World, Tunnel City Tent No. 761, and also the Supreme Tent of Michigan; of the Independent Order of Forresters, Court Tunnel No. 159; of the F. & A. M., Pine Grove Lodge No. 11; of the M. E. B. A. No. 43; and of the United Home Protectors Fraternity of Port Huron, Michigan.

CAPTAIN M. F. MORGAN. The Scotch-Irish race, combining as it does the brain and brawn of the "canny Scot," with the warm heart of the Irishman, has furnished to America a high type of citizenship, many of the leaders in various lines of effort tracing their descent from that noted race. The subject of this sketch, who is one of the ablest captains on the Great Lakes, possesses the best characteristics of the race, as his successful career demonstrates, and the following account of the manner in which he has made his way to the front in his chosen work will be of interest.

He was born April 22, 1866, in Eagle, Wis., the son of Mr. and Mrs. Frank Morgan. His father was born in the North of Ireland, and on coming to this country located for a time in Lowell, Mass., and later removed to Eagle, Wis., thence to Milwaukee, being engaged for about thirty years in these places as a grain trimmer. As the Captain went to Milwaukee with his parents during his childhood, his early school days were spent there under the instruction of the teachers in the Catholic parochial school, where he laid the foundation of a good practical education. The life of a seaman on the lakes impressed him, even in childhood, as desirable, and when he was but ten years old he ran away from home to take a position as cabin boy on the *Corona*, plying between Chicago and Milwaukee; but after two months his parents found him and compelled him to return home. In the following spring he secured a position as cabin boy on the *Sheboygan*, on which he remained during the season. After spending seven or eight years as cabin boy he was transferred to the deck department, starting as watchman on the *Menominee*, and continuing throughout the season.

The following summer was spent on the *Depew*, under Captain Raleigh, and the next change was to the *Ludington*, where he spent his first season as a wheelsman, and his second in the position of second mate, Captain Raleigh being in command during both seasons. For the next two seasons our subject was second mate on the steamer *Chicago*, and so well did he fill this responsible post that he was engaged as first mate on the steamer *Muskegon*, under Captain Carus, with whom he passed one season. In the following year he took a similar position on the *City of Fremont*, under Captains Coughlin and Kirtlan, remaining until January 15, 1895, and in the spring of 1895 was made captain of the *A. B. Taylor*, of Grand Haven, running between Michigan City and Chicago. This post he held until November 23, 1895, when he returned to the employ of the Huron Transportation Company as captain of the *City of Fremont*, of which he had charge until February 1, 1896, and three days later he was

appointed captain of the *F. P. & M. No. 1*, which he ran until the following April. Soon afterward he again took charge of the *City of Fremont*, with which he remained until January 1, 1898, and on February 14th he returned to the *F. P. & M. No. 1*, remaining on her till the first of April, when he resigned to bring out new the steel steamer *America*, built at Detroit for the Chicago and Michigan line. He was granted a master's license in 1895, and his record is in itself an evidence of ability and skill in navigation, as he has never had any disaster of importance.

The Captain was married to Miss Elizabeth Dempsey, of Muskegon, and their home has been brightened by two sons, Clarence and Francis.

GEORGE F. FREITAS was born in Buffalo, N. Y., in 1868, and attended the public schools of his native city until he was sixteen years of age. His career as a sailor opened on the tug *Johnson*, on which he served as fireman out of Buffalo harbor. He was employed in the same capacity on the tug *Beyeas* for two seasons, then joined the tug *Hebard* for one season. In 1889 he entered the employ of Capt. Thomas Maytham, going on the tug *E. C. Maytham*, finishing the season as engineer on the *James Ash*. In the spring of 1890 he was appointed engineer of the tug *Kelderhouse*, and in 1891 of the tug *Cheney*, and in 1892 served in like capacity on the *S. W. Gee*. That season he took out pilot's papers, of which he has four issues.

In the spring of 1893 he acted as engineer on the tug *Acme*, remaining with her two seasons, and in 1895 was on the tug *Excelsior*, and in 1896 on the tug *Fabian*. The company by whom he is employed has the utmost confidence in his ability as a tug man. Mr. Freitas did the winter work of 1896-97 on the tug *Acme*, and in the spring of 1898 was appointed captain of the tug *John Kelderhouse*, of the Maytham line, a position he still holds. He is a member of the American Masters and Pilots Association.

In 1889 Mr. Freitas was united in marriage to Miss Emma Knight, of Buffalo, and

four children have been born to them: John, Maggie, Mary and Alice. The family reside at No. 292 Elk street, Buffalo, New York.

GEORGE A. DINGMAN, a popular and competent marine engineer, who has made Duluth, Minn., his home for a number of years, was born in Watertown, Jefferson county, N. Y., April 7, 1860. He is a man of fine physique, of good qualities of mind and heart, and genial in his intercourse with his fellow man. His father, Jacob Dingman, was an old-time lake captain, and for many years sailed between Ogdensburg and Marquette, and he was also a patriot of the Civil war, from which he was honorably discharged, in 1864, after three years' service, taking an active part with his regiment in many notable engagements. The mother of our subject, who bore the maiden name of Martha Roach, was a woman of rare gifts, and emulated so many other young wives in self-sacrifice during those dark days of the Rebellion. Both were natives of Jefferson county, N. Y. On his return from the army, Capt. Jacob Dingman removed with his family to the Sault, where George acquired a liberal public-school education.

In the spring of 1876 Mr. Dingman, the subject of this sketch, shipped as fireman on the steamer E. M. Peck, of the Trompf line, transferring to the steamer Mary, owned by the same company, three years later. He remained on the Mary two seasons, and in 1881 joined the tug W. D. Cushing, followed by a season on the tug Grace. He then went to Port Arthur and was appointed to the tug Riter, which he ran two years for Mr. Barker. It was in the spring of 1885 that Mr. Dingman went to Duluth, where he took out an American license, and was appointed engineer of the tug Upham, owned by the dredging firm of Williams, Dougherty & Upham. The next season he entered the employ of Capt. B. B. Inman as engineer of the tug Cora B., closing the season on the Walton B. In the spring of 1887 he was appointed engineer of the ferryboat Curry, plying between Duluth and West Superior. This was followed by a season in the employ of Porter

Brothers as engineer of a sand pump, and then was in the employ of the Smith-Fee Company until the spring of 1892, when he shipped on the steamer Pillsbury, of the Minneapolis, St. Paul and Buffalo Steamship Company. That fall he assisted in putting the machinery in the new passenger steamer Christopher Columbus, and was appointed first assistant engineer, coming out with her in the spring of 1893. The next season he was appointed engineer of the iron tug Record, followed by two seasons as chief engineer of the steamer Belle Cross. In the spring of 1897 he again joined the monitor Christopher Columbus as first assistant engineer, and in 1898 he entered the employ of the Duluth Dock and Dredge Company as engineer of the tug Effie L.

Socially he is a member of the Marine Engineers Beneficial Association, and of the Knights of the Maccabees.

On September 13, 1897, Mr. Dingman was united in marriage to Miss Lura Roush, the ceremony being performed on board of the passenger steamer Christopher Columbus, and which was followed by a time-honored marine charivari. Mr. Dingman and his bride have already acquired a pleasant home at No. 902 Lake avenue, Duluth, Minnesota.

GEORGE McMONAGLE, the subject of this sketch, is one of the most efficient and prominent marine engineers out of the port of Cleveland, and traces his genealogy through a family of sailor men. He is the fourth son of Captain John and Sarah McMonagle, his brothers being Daniel, James, John, and Joseph. There was one sister, who died in early girlhood.

Our subject was born in Toledo, Ohio, on the 21st day of July, 1862, where he attended the public schools until he reached the age of seventeen years, after which he went to Cleveland and obtained employment as apprentice with the Globe Iron Works Company, remaining until the spring of 1879, at which time he commenced his career on the lakes. On July 5, 1880, he took out his first papers as engineer, and was appointed second engineer on the tug

James Reed, out of Alpena, Mich., holding that berth one season, joining the river tug O. Wilcox the following spring. In the spring of 1882 he was appointed second engineer of the steamer Manistique, closing the season on the Schoolcraft in the same capacity. In 1883 he was appointed second engineer of the steamer C. H. Green, which berth he filled two seasons, and growing steadily in favor, by reason of skill and ability, he was made chief engineer of the same steamer the third year he remained on her.

In the spring of 1886 Mr. McMonagle was appointed chief engineer of the steamer Canisteo, running her one season, transferring in 1887 to the steamer Cayuga, which he engineered as chief until August, 1889, when he joined the City of London, remaining on her eighteen months. In the spring of 1892 he was appointed chief engineer of the steel steamer J. H. Wade, Captain Swartwood, which berth he held for six years. He is what is known in mechanical parlance as a successful engineer, and has always had good results from his machinery. He is a member of the Marine Engineers Beneficial Association, and of the Order of the Maccabees.

On January 12, 1891, Mr. McMonagle was united in marriage to Miss Mary Garvey, of Cleveland. Three boys, George Harold, William Joseph and John Ralph, have been born to this union. The family residence, which was purchased some time ago, is at No. 89 Dare street, Cleveland, Ohio.

EDWARD F. MEEH, one of the most reliable engineers in the employ of the Lake Michigan & Lake Superior Transportation Co., is quiet and steady in the performance of his duties, and a thoroughgoing mechanic, having learned the trade of machinist and finisher before he adopted a lake-faring life. He was born in Urbana, Ohio, February 12, 1863, a son of John and Christiana (Gloss) Meeh, natives of Wurtemberg, ober amt Maulbronn, Kingdom of Wurtemberg, Germany. The Meeh and Gloss families emigrated to the United States about 1854, and Mr. Meeh located on a farm near Lancaster,

N. Y., which he cultivated one year. It was at this time that he married Christiana Gloss. He was a marble cutter by trade, and in 1856 removed to Springfield, Ohio, where he started in business along that line, carrying on operations there for four years, and then removing to Urbana, Ohio. In 1872 he went to Chicago and made that city his home until his death, which occurred in 1885, when he was fifty-six years of age. His widow now lives with her daughter at No. 765 West Twelfth street, Chicago, Illinois.

Edward F. Meeh attended the public schools in Urbana and Chicago, and after leaving school became an apprentice with the Consolidated Fire Extinguisher Company, in Chicago, where he learned the brass finishing trade, serving four years. It was in the spring of 1880 that he shipped as fireman in the steamer Menominee, holding that berth three seasons, after which he joined the passenger steamer John A. Dix, owned and sailed by Capt. David M. Cochrane, as oiler, and remained on her until the close of navigation in 1885, the last year filling the office of second engineer. In the spring of 1886 he was appointed engineer of the Duncan Robertson, operating out of Grand Haven. The next season he held the office of second engineer in the passenger steamer City of Ludington; in the spring of 1887 was appointed second engineer of the steamer Bessemer, and remained with her three seasons. He then passed a season in the steamer Jay Gould in the same capacity. During the year 1893 he stopped ashore as engineer in the West Chicago Street cable station, after which he again sailed as second engineer in the steamer Jay Gould two seasons. After passing another year ashore in the employ of the Link Belt Machinery Company, of Chicago, as engineer, he was appointed chief engineer of the passenger and freight steamer City of Traverse, with Capt. John M. Twitchell, plying between Chicago and Duluth. This steamer was running between St. Joseph, Mich., during the winter of 1897-98, and he took an active part in saving the passengers and crew, numbering forty people, of the steamer City of Duluth,

which was wrecked near the mouth of that harbor that winter. He is a member of Chicago Lodge of the Marine Engineers Beneficial Association.

On December 12, 1888, Mr. Meeh was united in marriage with Miss Elizabeth, daughter of Philomena Chuchra, of Black Rock, N. Y. The children born to this union are Tillie C., Victor W., Hazel Elizabeth and Frederick Edward. The family residence is at 1323 Newport avenue, Chicago.

CAPTAIN WILLETT A. SESSION, a young lake master who passed his boyhood amid the fascinating pleasures of yachting, and who was unusually successful in handling some of the crack flyers, notably the Niobe and Irene, determined to adopt the career of a sailor and make it one of the practical issues of his life. He was born in Neenah, Wis., March 3, 1867, a son of L. C. and Margaret (Hodgins) Session. The father is a native of Jamestown, N. Y., born in 1825, while the mother's birth occurred in Philadelphia, Penn., in 1833. They removed to Wisconsin about 1849, first locating at Neenah, and were numbered among the earliest pioneers of that place. The father started a machine shop, and carried on a lucrative business for some years. Later he removed to Oshkosh, Wis., where he entered the employ of the Singer Sewing Machine Company as general manager in that city, and conducted the business for twenty-two years.

Captain Session acquired a liberal education in the public schools of Oshkosh, and as his early experience with yachts fitted him for an officer's berth on shipboard, he joined the steamer North Star, with Captain Booth. In 1884 he purchased the steamer Corona and sailed her. The next spring he went to Ashland, Wis., and sailed the tug Hope for the Superior Lumber Company. In 1886 he was appointed master of the steamer Theresa, operated by G. W. Gates, at Oshkosh, in the interest of the Diamond Match Company. The next spring he returned to Ashland and sailed the tug E. P. Fish until she was sold, when he went to Duluth and took command of the Walter

S. Lloyd. In the spring of 1888 he was appointed master of the tug Minnie Karl, owned by the Prentice Brown Stone Company. He passed the season of 1891 as wheelsman and mate in the lake tug Howard, followed by a season in the pleasure yacht Mystic, used in the passenger and excursion business out of Oshkosh. In the spring of 1893 Captain Session was appointed master of the tug Ward, owned by the Ashland Brown Stone Company, transferring the next spring to the tug Hope, which he sailed for the Keystone Lumber Company. In the spring of 1895 he took the tug Edmund P. Fish to Duluth for Capt. W. H. Singer, doing general towing out of that port. The next spring he brought out the new tug Chief, as master, but closed the season in the tug Joe Dudley. During the season of 1897 he sailed the ferry boat Estelle between Duluth and West Superior, and in the spring of 1898 entered the employ of the Duluth Dock & Dredge Co., as master of the tug Effie L., which office he now holds.

Socially, Captain Session is a member of the American Association of Masters and Pilots of Steam Vessels, Harbor No. 44, of Duluth. His home is in Oshkosh, Wisconsin.

CAPTAIN JOHN RADIGAN, master of the tow barge J. R. Edwards, is one of a family of ten children, four of whom are sailors. He is the son of James and Mary (McCor-mick) Radigan, the former a farmer at Marysville, on the St. Clair river, where John was raised and went to school, and where his mother still resides.

Our subject was born in 1844 at London, Canada, where he lived with his parents until about five years of age. At the age of fifteen he began life on the lakes as deckhand on the old propeller Globe, remaining on her two seasons, and then for the same period was before the mast on the schooner John Rice. Later he was in the same capacity on the schooners City of Tawas and Otter. His first experience on a steamboat was as lookout on the steam-barge Celina, for one season. For different seasons since in his career he has filled

mate's berth in the following named vessels: scows—Medora and D. G. Williams; schooners—Margaret R. Groff, Home of Port Huron, Jupiter, Mattie C. Bell, Rose Sun-smith and Racine. Those of which he has been master are the Mary Stockton, Yankee, Constitution, A. T. Bloss, Michigan, Bahama and J. R. Edwards, of which latter he has been in command since the beginning of the season of 1893. She is owned by the Pewanee Boat Company, of Port Huron, and is one of the consorts of the barge Pewanee, the others being the Orton and William A. Young, also owned by the same company.

Captain Radigan has encountered the usual experience of a life on the lakes, but he has had very little trouble in the way of mishaps. Only once has he gone ashore, that being when he was master of the Bahama; she went ashore in a gale at Kincardine, Ont., but was raised the spring following. While in the Constitution an accident occurred at Dollar bay, while they were unloading coal, a coal handler being struck by a swinging bucket and knocked from a platform to the vessel's deck, being killed instantly. This was the only death that took place while Captain Radigan was master of a vessel.

Captain Radigan was married in 1879 to Miss Belinda Strong, by whom he has had three children: John Roy, William and Belinda. They reside at No. 381 Niagara street, Tonawanda, New York.

WILLIAM HAY is one of the oldest and most prominent engineers sailing out of the port of Bay City. He was born in Banffshire, Scotland, July 29, 1835, a son of Peter and Mary (McConnachie) Hay. Mr. Hay's parents died in Scotland, when he was quite a young lad, and he was thus compelled to depend upon his own resources. He obtained but an elementary education in the public schools, and came to America in 1856, first locating in Guelph, Wellington Co., Ontario, where he secured employment as a teamster, engaging in kindred work until 1865, when he went to Wyandotte, Mich., and worked in a rolling mill. He then went to Tipton, Mo., on the

Union Pacific railroad, returning to Grafton, Ill., where he stopped but a short time.

In the spring of 1867 Mr. Hay went to Bay City, Mich., and as the opportunity offered he shipped as fireman on the tug H. P. Smith. In 1869 as fireman of the tug Annie Moiles, finally becoming engineer, remaining in the employ of Mitchell & Boutell until the firm was dissolved. It was in the spring of 1874 that Mr. Hay was appointed engineer of the fine tug Laketon. He remained in her seven years, followed by four as engineer of the tug Music. In the spring of 1885 he was appointed chief engineer of the steamer A. Folsom. After assisting in putting in the machinery he brought her out new and ran her twelve consecutive seasons. Owing to the illness of his sister, a lady of advanced years, for whom he had provided a home, he did not join his steamer in the spring of 1898, the office, however, remaining subject to his convenience.

While he has been in the A. Folsom, he was concerned in the rescue of three people from a capsized yawlboat off Grand Marais, Lake Superior, and at the time of the foundering of the steamer California, between the island of St. Helena and the main land in a storm, he was instrumental in the rescue of four out of a crew of twelve.

Mr. Hay is a member of the Order of St. Andrews. Notwithstanding the fact that he is a bachelor apparently beyond redemption, he has provided himself with a homestead, over which his sister presided until her death.

CAPTAIN FRANCIS BALFOUR HIGGIE, a popular vessel agent and broker, of Chicago, has followed an eventful life as a lake and ocean navigator, and is highly esteemed among marine men. He is a son of Francis B. and Mary (McQueen) Higgie, and was born in Fifeshire, Scotland, March 15, 1840. His father, who was a lake captain and vessel owner, was born in Fifeshire, and and his mother in Inverness, Scotland. They removed to the United States in May, 1848, first locating in Kenosha, Wis., the year Wisconsin was admitted into the Union as a State. This was the time when the

Dred Scott decision came so prominently before the country, the fugitive slave being the bone of contention. Captain Higgle, who has always been noted for his humanity to man, was on one occasion badly handicapped in his sympathy for the unfortunate slave by having virtually to assist the sheriff in turning over to the owner a runaway slave who had appeared in the town (boy though he was), the Freesoilers being determined to rescue the slave. Captain Higgle's parents later removed to Racine, in which place they resided up to the time of their death, the mother passing to the better world in 1852, and the father following in 1859, his death being caused by a malignant type of typhoid fever.

The subject of this sketch, Frank, as he is still familiarly known, attended the public schools until he reached the age of twelve years, when he entered the employ of the *Racine County Democrat*, serving an apprenticeship to the printer's trade three years, and it may be said that he carried the *Racine Daily Democrat* from its cradle to its grave, the paper discontinuing publication at the end of his three-years' apprenticeship. Frank was not a very rugged youth, and his father, thinking the lake breezes would make a sturdy lad of him, took him in his schooner, William Jones, plying in the lumber trade between Manistee and Chicago. This was in the early days of Chicago's history as a port of entry. He next shipped before the mast in the schooner Alvin Clark, with his uncle, Capt. William M. Higgle, remaining in her three seasons. In the spring of 1859 he was appointed master of the schooner Lewis B. Irwin, plying in the lumber trade between Manistee and Chicago. In 1860 he assumed command of the schooner Freedom, followed by a season as master of the North Star. In the spring of 1862 he purchased an interest in the schooner William H. Dewitt with his uncle, and sailed her successfully four seasons. After disposing of his interest he joined the schooner E. P. Door, as master. In 1867 he bought the schooner Golden Harvest, and sailed her until the fall of 1870, when she collided with the schooner Maitland in the Straits of Mackinac, the

latter being sunk. Captain Higgle then sold the wreck of the Golden Harvest and went to Buffalo. In 1871, when the Vessel Owners Towing Company of Chicago was incorporated, the Captain was directed by his uncle, J. L. Higgle, the manager of the new company, to receive and pilot to Chicago the tugs built there by Mr. Notter, for the new company.

In the spring of 1872 Captain Higgle purchased the schooner City of Manitowoc, and sailed her five years. In 1876 he took a cargo of deals from Mainistee, Mich., to Leith, Scotland, in her, returning to Montreal, thence proceeded to Quebec, where he loaded timber and deals for Thurso, Scotland, which he delivered in due time, and took a cargo of paving stone for Greenock, Scotland, thence with coal for Quebec, and, continuing up the lakes, he reached Chicago, November 1, 1877, without a casualty of any nature. Captain Higgle then retired from active life on shipboard, and engaged in business as vessel agent and shipbroker in Chicago, also writing marine fire insurance. In 1881 he was chosen secretary of the Vessel Owners Association of Chicago, and in 1882 was presented by the association with a handsome gold watch bearing the inscription—"Presented to their secretary, Captain Frank B. Higgle, by the Vessel Owners Association of Chicago." On the reverse side is a neat monogram, and an engraving of the schooner City of Manitowoc, which he had navigated across the Atlantic ocean. In 1886 the vessel owners added to his duties by electing him secretary of their Mutual Benefit Association, which office he held four years. In 1889, when the Ship Masters Association was organized in Chicago, he was chosen secretary of that body, and still holds that office. He is a charter member of that association, and holds Patent No. 235. In 1898 the Lumber Carriers Association was formed and Captain Higgle chosen secretary. He has also been a notary public for many years, and is still engaged in the vessel brokerage business.

Fraternally, he is a Master Mason of Covenant Lodge No. 526, a member of the Corinthian Chapter No. 69, and of St. Ber-

nard Commandery No. 35; he is also a Noble of the Mystic Shrine, of Medina Temple.

In 1861 Captain Higgle was wedded to Miss Melissa S., daughter of Homer and Laura Glass, of Racine, Wis. The children born to this union are: Homer Francis, Byron Atlanta, Laura Lucretia, Carson Gordon and Mary Melissa. The family homestead is at No. 1070 West Van Buren street, Chicago, Illinois.

EDMUND J. CARMODY. Perhaps nothing better can be said of the gentleman whose name appears at the opening of this sketch, than to quote from the *Detroit News-Tribune* of March 15, 1896, as follows: "Few young men of twenty-one have had a more eventful career than the 'life saver' of the river front, well known as 'Eddie,' who has been a familiar figure along the docks in the vicinity of the harbor-master's office since 1890."

This notice was prompted by his heroic efforts in rescuing the life of Eugene Davenport, a teamster, of Detroit, who drove into the river, and would otherwise have drowned. This was the first instance wherein Mr. Carmody acted alone; but on numerous occasions his timely efforts in life-saving have rendered his name very popular among marine men on Detroit harbor. He came to the harbor-master's office in 1890, and there also did a work which has won him a name of importance and one which will be known to later generations. Previous to 1890 the books at the office had been kept with little system, and were not always accurate. He began a complete record of all drownings, suicides, shipwrecks and disasters, and when possible noted the cause and results, so that the books have become an important adjunct to local historical collections, and are greatly prized by the departments.

Mr. Carmody was born July 4, 1874, at Detroit, and at that place has always made his home. There he attended school, and at the age of fifteen years entered the employ of W. H. Elliot & Co., and later the "Michigan Exchange Hotel," where he remained until he began the marine work, en-

tering the harbor-master's office and later the marine post office in 1895, where he has since been engaged.

He is the son of Thomas and Annie (Flynn) Carmody, who are natives of London, England, and Detroit respectively. Mrs. Carmody is still living, having survived her husband, who died September 21, 1895, at Detroit. Edmund J. is the eldest in a family of five children, the others being Charles C., employed in the harbor-master's office, Daisy and John, who are in school, and Raymond, a young lad still at home.

CAPTAIN NELSON HILGER is a young man who has chosen the marine life for an occupation, and his work thus far promises a successful future in that line of work. At the present time he resides in Detroit, where he was born November 22, 1857.

Since his sixteenth year Captain Hilger has spent the greater part of his time on the water, and gradually worked along the successive stages of advancement until he received master's papers in 1883, and took command of the United States mail boat Florence B. in 1894, which is in operation in connection with the marine post office at Detroit. His first experience was on the M. F. Merrick, a tug in the Detroit river. After leaving this tug he went on the Champion, Sweepstakes, Satellite, Thomas Quayle and Vulcan, remaining in this line of work fifteen years. Upon the Hiawatha he acted as wheelsman one season, and then went to Buffalo and shipped on the Arctic as second mate, where he remained part of a season, going later to the China, in the same capacity; next season second mate of the Empire State, following season mate of the Bark State, next season on the steamer Nyack. He spent one and a half seasons on the lighthouse-tender Warrington, and was afterwards mate of the Tacoma, City of London, William T. Barnum, Wocoken and Horace B. Tuttle, having also spent some time on the Kasota and John Owen as second mate. In 1895 he came to the present employ, going as master of the government steamer engaged in carrying mail from Detroit to passing boats.

Captain Hilger is a single man. He is

a son of John and Christana (Faust) Hilger, both natives of Germany, who are living in Detroit. Joseph Hilger, brother of Captain Hilger, was in the lighthouse steamer Warrington five years, and died November 13, 1888; another brother, John, who has been assistant engineer at the public water works seventeen years, was on the lakes a short time previous to that employment.

CAPTAIN ALEX McRAE. At the present time Capt. Alex McRae is acting in the capacity of harbor-master, and has proven himself to be a capable man in that position. He was born January 12, 1844, in Rosshire, Scotland, and in that county spent the first three years of his life. His parents, Farquhar and Isabella (McRae) McRae, came to Canada at this time, and with their family settled in Dunwich, Ontario.

Alex McRae left Dunwich when he was seventeen years of age, and began the marine work. He first acted as boy on the Pt. Stanley, and after a short time shipped on the Gem of the Lakes, in the same position. After leaving this boat he came to Detroit and shipped on a tug, where he remained until the close of navigation, when he went to Dearborn, Mich., and spent the winter in school. The following spring he resumed work on the lakes, and continued until 1875, having been on the B. Parsons, White Cloud, Chas. Hinkley, Thos. Kingsford, Light-Guard, Jane Rawlston, Maj. Anderson, Naiad and Wm. Sturgis. On May 31, 1875, he entered the police force in Detroit, and has there remained to the present time, having been commissioned as harbor-master, April 6, 1894.

On October 14, 1875, Captain McRae was married to Miss Mary McNabb, also a native of Scotland, but who has spent the greater part of her life in America. Their only child, Jeanette May, is attending school in Detroit at the present time.

JOHN C. CLARKE was born in Buffalo, N. Y., March 9, 1870, and was educated at Public School No. 36 of that city. His parents, George H. and Katharine (Cronin) Clarke, were residents of Buffalo, where the former holds the position as watchman at

the Buffalo Water Works, but the latter is now deceased. Previous to accepting his present position the father sailed the lakes for thirty-five years, and gained an enviable reputation as a master thereon. There were six boys and two girls in the family, of whom William E. is now captain of the Geo. E. Farwell, and James is also sailing the lakes.

The subject of our sketch engaged in steamboating at the age of seventeen as watchman of the Raleigh, continuing on that boat for two seasons, and then wheeled on the Robert Mills and Helena the following season. The next season he divided, wheeling the Clyde and watching on the Tom Adams, succeeding which he obtained second mate's berth on the Toltec. The following season he was first mate on the Italia, in which he sailed one season and a half of the next, finishing same as first mate of the Scranton. In 1894 he was first mate of the D. M. Wilson, until she sank at Thunder Bay, and he was picked up with the balance of the crew, by the steamer Hudson. He started the season 1895, as first mate of the Maytham, leaving her after two months of service to accept a like berth in the Chili, which was being brought out new. He served in her the balance of that and one-half of the succeeding seasons, engaging as second mate of the Saranac for the remainder. During the season of 1897, he was acting as first mate of the Chemung, one of the Erie railroad's twin passenger and freight steamers, which are conceded to be the finest and fastest steamers on the lakes plying between Chicago and Buffalo.

On December 22, 1892, Mr. Clarke was married at Buffalo, to Miss Eda M. Neal, of that city, and they have one son, named Neal. The family residence is at Sheridan, New York.

HIRAM PHILIP R. BREY, a marine engineer of good report sailing out of the port of Buffalo, is possessed of many of the sturdy characteristics of his German ancestors, although his parents, Conrad and Elizabeth (Royer) Brey, and his grandparents were born in the United States. Hiram was born in Green Lane, a village in Montgom-

ery county, Penn., on July 31, 1861, where he attended school until he reached the age of thirteen years. After working on the farm until he was sixteen, he became tired of the independent farmer's life, so he ran away from home and sought a panacea for all the ills that mother earth imposes on a farmer boy, by the adoption of a life on the lakes.

In was in the summer of 1882 that Mr. Brey made this momentous step, shipping as a deck hand on the steamer Japan, and when the steamer reached Duluth he transferred to the fire-hold. The next spring he joined the steamer Arctic as fireman, and with the purpose of becoming an engineer he remained in that berth three seasons, followed by two in the steamer A. Weston. In the spring of 1888 Mr. Brey transferred to the D. W. Powers, and after eighteen months he shipped in the steamer Calumet. It was in the spring of 1890 that he received engineer's license in Buffalo, and was appointed second in the steamer A. Weston, followed by a season in the Manistique in the same capacity. In the spring of 1892 he was made second assistant in the steamer Chemung, being promoted to the office of first assistant the next year. In 1894 Mr. Brey was appointed chief engineer of the tug Annie Moiles, going as first assistant in the steamer Pascal P. Pratt the next season. In 1896 he became second engineer in the steamer John Harper, and after a year employed ashore he was appointed chief engineer of the steamer Inter Ocean, in which position he gave eminent satisfaction.

Socially he is a member of the Marine Engineers Beneficial Association No. 1, of Buffalo.

Mr. Brey was united by marriage to Miss Catherine, daughter of Martin and Catherine Nicholas, of Buffalo, N. Y., the ceremony being performed on January 6, 1889. One daughter, Elizabeth Ethel Brey, has been born to this union. The family homestead is at No. 13 Edson street, Buffalo, New York.

WILLIAM ELLIOTT has, perhaps, more experience as an engineer of steamers navigating the lakes during the winter months

than has fallen to the lot of any other member of his profession. He has been found equal to the most trying emergencies, and has the persistent Scotch courage to face them. He was born May 16, 1847, the son of Thomas and Mary Ann (Lorain) Elliott, of Dumfriesshire, Scotland. The family removed to America in 1852, first making a home at Beverly, Ont., where they remained about three years, going thence to Sarawak, where they located a homestead and there the father died. After her bereavement the mother joined one of the children at Owen Sound, Ontario.

William Elliott began the battle of life early, his schoolboy days being limited to a few years at Syrawack, Ont. After leaving school he eventually found his way to Michigan and entered the employ of the Phoenix Iron Works Company, at Port Huron, as an apprentice to the machinist's trade, and in four years, by close attention to the different phases of the business, became competent to hold a place on the floor of any machine shop. He then worked at the trade in other shops until 1872, when he applied for and was granted marine engineer's license. He then shipped as second engineer in the steamer Mary Mills, holding that berth two years, and in the spring of 1874 he was promoted to the office of chief on the same boat, running her three seasons. He then entered the employ of the Port Huron & Sarnia Ferry Co., and was appointed chief engineer of the side-wheel steamer Sarnia, and during the time he was with that company he was chief of the steamers O. M. Conger, James Beard and J. L. Beckwith, successively. His next billet was in the steamer Henry Howard, of which he was chief engineer two seasons. In the spring of 1886 Commodore B. B. Inman, who had become possessed of a strong fleet of tugs operating at Duluth, sent for Mr. Elliott to become chief engineer of the line, which consisted of the tugs John L. Williams, Walton B., Record, David Sutton, Mary Virginia, O. W. Cheney and the steamer Ossifrage, running each of these boats as occasion required and looking after all repairs necessary to their machinery during the three years he

remained in that employ. During the winter months of each year he took charge of the steamer *M. F. Merrick*, chartered by the Grand Trunk Railroad Company as an ice breaker. In the spring of 1889 Mr. Elliott was appointed chief engineer of the steamer *Ogemaw*, operated by the Michigan Salvage & Wrecking Co., of Detroit, and ran her two years, and in 1891 he became chief of the steamer *Osceola*, plying winters between Port Huron and Washburn. It was in the spring of 1892 that he entered the employ of the Toledo, Ann Arbor & Northern Michigan railroad as chief engineer of the car ferry *Ann Arbor No. 1*, bringing her out new and remaining in her until September, 1895, when he transferred to the car ferry steamer *Shenango No. 1*, closing the year in her. In the spring of 1896 he transferred to the *Shenango No. 2*, both operated by the United States & Ontario Navigation Co., but later being chartered by the Detroit, Grand Rapids & Western railroad.

Mr. Elliott confines his social society interests to the beneficial order of the Knights of the Maccabees.

On July 4, 1871, Mr. Elliott was wedded to Miss Truey A., daughter of Uriah Foster of Port Huron, Mich. The children born to this union are: Thomas W., who is second engineer of the steamer *Bulgaria*; Mary A., wife of Samuel Sylvester, now second engineer of the *Shenango No. 2*; Rachael S., wife of George A. Collinge, chief engineer of the *Shenango No. 1*; and Anna and Eliza, the school girls of the family at this time. The family homestead is at Conneaut Harbor, Ohio.

HENRY C. FARRELL, although young, has had wide experience in the handling of engines on the Great Lakes. Personally, he is possessed of indomitable pluck and energy, coupled with the determination to stand up to the last in critical moments, and in addition to his ability as an engineer has good business qualifications. Had he the necessary means to carry out his idea regarding the shipment of freight, he would be manager of the freight line instead of engineer.

Mr. Farrell is of Irish parentage, his

father, Michael J. Farrell, a watchman by occupation, having been born in Ireland, whence he came to America in 1862. He married Ellen Mooney, and they now reside on Smith street, Buffalo. Henry C. was born in Buffalo May 27, 1864, and obtained his education in the public schools of that city. After a period of five years spent in mastering the machinist's trade at the respective shops of the King Iron Works, Farrar & Trefts, and Paul Sands, and a couple of months in the oil country, he began an eventful career on the lakes as oiler on the steamer *Gordon Campbell*, where he remained the full season of 1883. In the spring of 1884 he fitted out the *Campbell*, went with her one month as oiler, and then became second engineer of the *Iron Duke*, which had for a consort the *Iron Cliff*. The chief of the *Duke* was John Caddick, who had at that time been on the lake about forty years; Thomas Honer was her master. In the fall of that season the crew on the *Duke* had a narrow escape from a watery grave in Lake Superior, on the up trip from Sault Ste. Marie to Duluth with a cargo of coal. On the 21st of October, when about eighty miles from White Fish Point, the *Duke* encountered a fierce gale; in the height of it the tow-line parted, and she put out to run for shelter under Grand island. The velocity of the wind can be imagined when it is stated that the *Iron Cliff* not only lost all her canvas but had her name washed off. Aboard the *Duke* matters were so serious that the Captain gave up all hopes, and gave orders that if he blew three blasts of the whistle all hands were to seek safety in the boats. The chief engineer abandoned the engine-room to the care of the second engineer, Mr. Farrell. There were about five feet of water in the firehold, and as there was only about forty pounds of steam on, the stokers were compelled to abandon trying to burn coal picked out of water, and old clothes and buckets of oil were used for fuel instead. The second engineer was compelled to oil up with the teapot, the oilcans not being within reach, and he was at the most critical time very much fatigued from his steady watch of about forty-eight hours without food of any kind. The

water from the hold worked into the engine-room and into the crank-pits, and while in this apparently hopeless condition and anxiety they managed to get under Grand island, and very fortunately, too, for the locality was entirely new to Captain Honer, he never having been in there before. They hove to and dropped anchor in safety, and this escape was all due to Mr. Farrell, the plucky man in the engine-room, to whom the Captain gave permission to sleep a week if necessary. However, they got away in a couple of days, and shortly afterward laid up at Duluth without further mishap.

Beginning with 1885 Mr. Farrell was second engineer of the *Commodore* for three seasons, and he was chief engineer of the *Robert A. Packer* for the year 1888, during which season he had a second narrow escape from death. In July, when the steamer left Buffalo to begin her trip she was found to be on fire while still in the harbor; this was put out with the pumps and the aid of the fireboat *George R. Potter*. A hose was kept in readiness lest she might catch fire again, but all went well until she reached Chicago, when another fire started; this was also quenched in time to prevent damage; but on one of the trips down during the month of September, about one o'clock in the morning, when off Skillingalee light, fire again burst out, this time in the engine-room, and in such a way that Mr. Farrell who was on watch at the time was entirely cut off from the stairway. He managed to escape from the deck by getting out under the boiler; not, however, without being severely burned about the face and hands and with the loss of his hair. The steamers *R. P. Fitzgerald* and the *H. E. Packer*, which were within hailing distance at the time, were signaled, and aided in putting out the fire, but not until the woodwork of the unfortunate craft, from forward of the boilers clear aft, was burned off. In that condition, astonishing as it may seem, she was towed to Buffalo with her engines working continually to keep her afloat, and when she was unloaded it was discovered that her cargo of grain was not damaged in the least, a very remarkable circumstance. Mr. Far-

rell was kept under pay during the repair of the *Packer*, and acted as her chief engineer for the last trip that season.

During the year 1890-91 he was engaged in the grocery business on Ferry street and Woodlawn avenue, Buffalo. In 1892 he fitted out the steamer *H. E. Packer* at Chicago, and was her chief engineer for the season. On one of her trips, in September, while coal laden, she went ashore on Middle Island reef. On her last trip that season she started out of Buffalo so heavily laden with coal that she had a draft of fifteen feet, two inches forward, and fifteen feet aft; but she had a good run until in sight of South Manitou island, Lake Michigan, where she passed twenty-five vessels at anchor. When about ten miles from Little Point au Sable the wind came around from the northwest and blew what seafaring men called a living gale, into which she was compelled to head and take the consequences, which proved only to be too serious. The large seas came over her and carried away the front of her boilerhouse, filling the firehold with water, cooling the boiler and causing the steam to drop materially. As in the case of the *Iron Duke*, old clothes and oil were used for fuel, and she was finally carried through the gale but succeeded in making only sixty miles in about seventy-two hours. She reached Grosse Point in safety, and from there went in to Chicago harbor and was laid up.

In 1893 Mr. Farrell was night engineer for Thornton & Chester, on Erie street, and during the season of 1894 was chief engineer on the propeller *Avon*, of the United Transportation line. In 1894 he founded the Lake Superior & Lake Erie line of freight boats from Buffalo to Duluth, and started it in motion by buying an interest in the steamer *Samuel B. Hodge*, with his mother, Mrs. Michael Farrell, and Michael G. Garen. He was made manager, and through his ingenuity in making contracts he landed freight at every railroad dock at Buffalo, and also received it from nearly all of them. The line was compelled to take up two more steamers, the *J. C. Ford* and the *Saginaw Valley*, in order to handle the enormous amount of merchandise they had contracts

for. The Hodge was a very unfortunate steamer. She was considerably in debt, was ashore several times during the season, and forty-two days in dry dock, but in spite of all she did well and paid \$3,500 on her mortgage debt. The Ford cleared \$7,000 and the Saginaw Valley about \$12,000 that season, and the success of the line was due entirely to the good management of Mr. Farrell. The following year he drew out of the line, and it has since been succeeded by another which is still in operation. During the season of 1896 Mr. Farrell was manager of the Hodge until July, when she was lost by fire on Lake Ontario, with a cargo of steel wire, while on her way from Cleveland to Prescott. She went down abreast of Cobourg. All of the crew were rescued but one man, a lookout, whose name is not known. Mr. Farrell had a narrow escape, being compelled to make his exit on short notice after being aroused from his sleep by the crackling of burning timbers. He went out of the window of his stateroom to the deck, jumped from the rail with a life preserver on, and was picked up by the boat's crew after he had been in the water some time. He did very little sailing the remainder of that season, only acting as chief engineer of the excursion steamer Shrewsbury for the month of August. He has had fourteen issues of papers, and has had considerable experience for a young man.

Mr. Farrell was married February 14, 1888, at Buffalo to Miss Annie G. Murphy. They have three children living: Mary, John and Eleanor; one child, Harry, died in 1890.

HARRY P. TRIMM, engineer of the tug Leo Lennox, of the White Star line, is one of the nine children of John W. and Matilda (Taylor) Trimm, two of the former—John W. and Reuben (both now deceased)—having also been tug engineers.

The subject of this sketch was born at Buffalo, December 4, 1867, where he attended Public School No. 2. When about fourteen years of age he began work as an office boy, and was so occupied for about a year and a half; then took to tugging, and

for a period of six or seven years was decking and firing on various tugs about Buffalo harbor, among them being the Leo Lennox, T. H. Fulton, C. T. Dennis, H. L. Fairfield and Arthur Woods. After becoming thoroughly familiar with all the methods of tug-propelling, he in 1891 received his first issue of papers, and during that and succeeding season sailed the tugs Leo Lennox, T. H. Fulton and others of the White Star line, and also spent a season in the Delos Graves and old Post Boy.

In 1895 he ran the passenger yacht Sprudel, and while on her with a pleasure party from the West Shore R. R. car shops, he rescued one of the party from drowning, who had fallen overboard into Niagara's swift current, for which act he received as a slight reward a small-sized purse from the members of the party. For the season of 1896 he was engineer of the Francis A. Bird from April 14 to December 25, without losing a day. The season of 1897 finds him again on the Leo Lennox.

Mr. Trimm was married in April, 1889, to Maggie McNierney, and has had two children, one of whom, Irene L., is now living. He is a member of the Harbor Tug Pilots Association, and has nine issues of license. He resides at No. 55 Franklin street, Buffalo, New York.

ANDREW MACKIE, the present chief engineer of the Buffalo Wall Plaster Company, on Breckenridge street, Buffalo, is a sturdy Scotchman, having been born at Wigtown, Scotland, March 22, 1847. His father, Peter Mackie, was a miller by trade. Andrew was educated in his native town, and also learned his trade in the mother country. Before coming to America, in 1877, he was engineer for several years in British steamers, trading to Panama, Valparaiso and other ports from England, and was nine years continuously in the employ of the Pacific Steam Navigation Company.

Upon reaching this country Mr. Mackie began work as oiler at the collieries belonging to the Reading railroad out of Philadelphia, and for about four years shipped out of New York as engineer, when he moved to Buffalo. In 1885 he shipped as second

assistant engineer on the steamer Susquehanna, remaining on her two seasons; and the following year he was second engineer on the Scranton, and for three-fourths of the season of 1888 he was second engineer on the North Wave. Following that employment he was assistant engineer of the American Glucose Company until the works were burned in April, 1894. On July 6, following, he was made chief engineer of the Buffalo Wall Plaster Company, in which position he has since continued.

Mr. Mackie was married January 22, 1866, to Maggie Black, who was also born in Scotland, and they have six children, viz.: John, now a shipwright in Scotland; William, who is employed as machinist at the Pitts Agricultural Works; Peter, employed at the Bicycle Ball Bearing Works at Buffalo; and Maggie, Agnes and Grace.

CHARLES DOVEY, engineer of the tug E. E. Frost, of the Owens line, for the season of 1897, has been tugging around the Buffalo harbor for the past twenty years. He was born in that city January 12, 1863, attended Public Schools No. 2, and during the summer, when just old enough to handle an oar, used to run a ferry on Evans slip, and afterwards from Williams coal docks, during which time many interesting things were continually witnessed by him, such as the blowing up of the old tug Compound, and various other similar occurrences.

When about fourteen years old he began his first practical work of his life, decking and firing, which he continued at until the year 1891, among the various lines and tugs, among them being the old Post Boy, Holloway, Robert Bruce, Griffin, Orient, T. M. Moore, Goodman, S. W. Gee, James Beyers, E. C. Maytham, James Adams, Alpha, Annie P. Door and others. While on the Door, she and the Adams started to run up to Dunkirk, but before reaching there such a terrific storm arose that they were unable to enter the harbor when reaching there, being compelled to lay out in the lake all night. During that time the Door sprung a leak, and all their efforts to save her were of no avail, as the continued rolling caused the coal bunkers

to fall down and plug up both her syphons. The master then blew four whistles as a signal to the Adams, asking her to stand by, and shortly after blew again asking her to run alongside and take off the crew, which she did, when the Door almost immediately sunk from sight.

In 1891 Mr. Dovey received his first issue of license, as engineer, and bought an interest in the tug Grace, running her engines all the season until sold. The following season he was engineer of the Ingram, Lone Star, Alpha and Kelderhouse, and, in 1893, of the Trenton, which he brought out new, and was on until the close of 1896. For the season of 1897 he was on the E. E. Frost, mentioned heretofore, until July, when he went onto the Francis A. Bird for balance of season and for season of 1898. Mr. Dovey during the winters devotes his time to fishing and working in machine shops, and spent one winter as engineer of the German insurance building. He was married to Miss Annie Henry, of England, in January, 1887, and they have had five children, two of whom, Mamie and Charles, Jr., are now living. Mr. Dovey is a member of the Buffalo Harbor Tug Pilots Association.

J. A. BALDWIN, chief engineer of the Masonic Temple, of Chicago, is one of the prominent and well known men of his profession in the city. He is the eldest child and only son of four children born to his parents, Joel and Angeline H. (Hill) Baldwin, the former of whom was born near Utica, N. Y., and the latter was reared in Huron county, Ohio. The father was a man of fine educational attainments, and in his early life was a prominent and successful educator. Subsequent to his marriage he engaged in the boot and shoe business, in which enterprise he was successful. His death occurred March 25, 1883. Mrs. Baldwin, his widow, is yet living and resides at Benton Harbor, Michigan.

J. A. Baldwin's boyhood was spent in Columbia Station, Ohio, where he was born August 26, 1850, and where he received the rudiments of his education in the common schools and by instruction under the

tutelage of his father. At the age of twelve years he secured a situation in a shingle factory in his native town, which became the starting point of his mechanical career. In the above factory and in a wooden bowl factory of the same place he was alternately employed until he went on the lakes at the age of sixteen years. His maiden trip was made in the spring of 1867 on the schooner-rigged boat *Nellie*, commanded by Capt. William Aldridge, on which he remained during the shipping season of that year. Spending the following winter in his native town, he, at the beginning of the lake season of 1868, returned to the *Nellie*, then under command of Captain Stickney, and later went to the *Elyria*, Capt. Charles Reed, and still later in the season he went to the steamer *George W. Bissell*, Capt. George Pringeld as wheelsman. On the former named boats he was a sailor before the mast. At the close of navigation in 1868 he went to Paw Paw, Mich., and attended school the following winter. At the opening of spring in 1869, he secured employment as engineer in a sawmill, and later became engineer of a large furniture factory at Paw Paw, and still later in that year became engineer in a sash and door factory at Decatur, Mich., where he remained a part of the winter following.

The spring following (1870) he was employed by R. W. Colburn to run his sawmill near Paw Paw, where he remained during the summer, and in the winter he moved that mill to the north branch of the Paw Paw river, where he operated it in the late winter and early spring (1871), then went to Saugatuck, where he was employed in a sawmill until June, when he went to Muskegon and secured work in a sawmill there for a short time. He then worked as a stevedore, loading vessels in the summer of 1871, then made five trips on the steamer *Alpena* as watchman, when he quit and went to Black lake and engaged at cutting logs and getting out hemlock bark for a mill that was there until fall. He then took charge of the mill at Black lake, owned by Swarthouse & Mulder, running the same on shares until along in the winter, when he shut down and rebuilt the mill, which he

started up in February, 1872, and which afterward he continued to run, having an interest in it. That winter he took up his residence there with his family, and carried on the mill until late in the summer of 1872, when he became a partner with Captain Rowe in the purchase of the tug *Hattie May*. It was in the spring of this year that he secured at Milwaukee his first papers as engineer from United States Inspector Humes. He then moved to Spring Lake, and towed logs for Cuttler & Savage, mill men, and during the summer traded the *Hattie May* for the tug *Croton*, and moved to Douglas, doing general towing on the Kalamazoo river. In the late summer of 1872 he sold the tug *Croton* to its original owner, for whom he ran the tug as engineer. In the fall he quit the *Croton* and went to St. Joe, and secured a position as fireman on a passenger engine on the West Michigan railroad. William L. Fitch was then master mechanic of that road. He, however, remained only a short time in that position, when he went on the steamer *G. P. Heath*, Capt. R. C. Brittain, finishing the season with him. On the last trip of that boat from Saugatuck to Chicago he brought his family, which he settled near Downer's Grove, Ill. In the winter and spring of 1873 he went to Sherman, Mich., where he ran a sawmill, in which he was interested as part owner. Late that spring he returned to Downer's Grove, was taken ill and remained there during the ensuing summer. In the fall of that year he fitted out the propeller *Skylark*, and ran her for two months from St. Joe to Chicago, spending the following winter at Downer's Grove. In the spring of 1874 he returned to the *Skylark*, starting on his first trip April 24, and remained on her until July 1, 1874, when he returned and accepted a position with the West Michigan railroad as engineer, which he retained until early in October following when he became ill; recovering early in December, he went to Sand Lake, Mich., where for most of the winter he was employed in shipping lumber and scaling logs. In February of 1875, he again returned to the West Michigan Railroad Company,

where he remained until he accepted a position on the tug *Fannie Shriver* in April, Captain Boswell commanding, for Captain Robbins, owner, and remaining on her until in the fall when he passed one month on the *Messenger*, of the Graham & Morton line, spending the following winter in Paw Paw. In February, 1876, at St. Joe he began putting machinery in the *Sweet Brothers*, owned by Henry Grimm & Co., Captain Myers sailing her. On the *Sweet Brothers* he remained until in the middle summer. In November he returned to the *Skylark*, aboard which he finished the season. The next February he again fitted out the *Skylark* and went across the lake with her in March, and was a week in making the trip owing to the great quantity of ice in the lake. On the *Skylark* he stayed all that season, and during the winter of 1877-78 ran a sawmill at Paw Paw. In the spring of the latter year he returned to St. Joe, where he ran on a fishtug, and afterward was on the riverboat *Union*, on which vessel he was employed as engineer until late in the season. He then returned to the *Skylark*, finishing the season, and afterward removed her machinery, refitted her and remodeled her into a passenger boat—W. H. Williams becoming her owner—finishing her that winter. In the spring of 1879 he brought her (the *Skylark*) out as chief engineer, running her a short time, and then came to Chicago and went on the canal and river boat, the *H. P. Heath*, steamer—running on the Illinois river and canal—Captain Nicholson owner. Later that year he went on the *Niagara*, Capt. William Neadler owner, a similar boat on the Illinois river and canal. In the winter of 1879-80 he was employed as an engineer in a coal mine at Beardstown, Ill. In the spring of 1880 he returned to the *Niagara*, remaining on her that season, and during the winter of 1880-81 was with the N. K. Fairbanks Company, as steam fitter.

The following March he fitted out the *Niagara*, a river steamboat, at Havana, Ill. On June 22, he became assistant engineer on the *Mary Jarecki*, running between South Chicago and Escanaba, continuing on her until September 4, when he was

scalded by the bursting of a throttle, and returned home. When recovered he returned again to the N. K. Fairbank Company, with whom he remained throughout the rest of that year. In February, 1882, he went to Benton Harbor and fitted out the propeller *Skylark*, then owned by the Graham & Morton Transportation Company, first under Captain Stines and then under Captain Randall, and afterwards Capt. Wm. Boswell, remaining on her until the December following, when he returned to Chicago, and entered the employ of the N. K. Fairbank Company for the winter. In March of 1883, he was employed in putting new machinery in the City of St. Joe, a passenger boat, Captain Elton in command. which when completed he ran as engineer during the season, under Captain Stines. In the spring of 1884 he went on the passenger boat *Lora*, as engineer, finishing on her the lake season of that year, again returning to the N. K. Fairbank Company, and then to the Chicago Sugar House Company, 12th street, for the winter (1884). The year 1885 he was again on the *Lora* in his old capacity, spending the following winter in Chicago with the N. K. Fairbank Company as steam fitter. Early in the spring of 1886 he was employed by the owners of the *Lora* to refit her, and afterward he assumed his old position on her till the end of navigation of that year. During the winter of 1886-87 he was employed by Tobin & Hamler, who were building new boilers for the steamer *Puritan*, and at Benton Harbor the next spring he fitted out three boats for the Graham & Morton Transportation Co., and during the following season served aboard the *Lora*, *Puritan* and other boats of the same line as chief engineer of that line. During the winter of 1887-88 he rebuilt the machinery of the steamer *Puritan*, and when navigation opened he went on the latter boat, serving as chief engineer throughout that season. That fall he quit the lakes, went to Kansas City, Mo., to accept the office of chief engineer of the "Midland Hotel" of that place, remaining there creditably filling his responsible position during the year 1889 and until

1892, inclusive. On January 1, 1893, he accepted the position of constructing engineer for the Williams Engine Company, of Beloit, Wis., remaining with the firm until it went out of business late in August, when at the instigation of the above company he made arrangements with the Benton Harbor and St. Joe Electric Railway and Light Company to rebuild their plant, which he accomplished in a highly satisfactory manner, finishing his work in February, 1894. When navigation opened that spring he went out on the steamer Reed, running between St. Joe and Milwaukee, quitting her the last of July to go to Kansas City, Mo., to accept the position of constructing engineer for the Link Belt Machinery Company, of Chicago, and put in new boilers in the "Midland Hotel" plant, for the Grand Avenue Hotel Company, sold by the Link Belt Machinery Company, of which he was constructing engineer. In the spring of 1895 he returned to Chicago, and late in April went in partnership with Ben Haskell, of Glenn Pier, Mich., bought the steamer Yattow, which they later chartered to a steamship company on Lake Erie, running between Black river and Cleveland, Ohio, and later they chartered the steamer Root, which they put in the fruit-carrying trade between Glenn Pier and Chicago, closing the steamboat business October 1. He then returned to Chicago, and in November went to work for Wells & French as chief engineer of the street-car shops, where he remained until July 20, 1896, when he accepted the position of assistant engineer on the steamer Tioga under Charley Cushane as chief, Captain Wilkie in command, running between Chicago and Buffalo in the package trade. The Tioga was laid up in Buffalo the last of the year, and Mr. Baldwin returned to Benton Harbor January 1, 1897, then went to Chicago and later fitted up an ice plant for Swift & Co., at Calumet Lake, running the same until the middle of February, and soon after he appeared in Kansas City as a witness in an important case affecting the Midland Hotel Company. Returning to Chicago he was engaged in overhauling an ice plant, and later became assistant engineer

of the Chicago Stock Exchange, having night charge of the plant until the last of June, when, on July 1, he was called to fill the responsible position of chief engineer of the Masonic Temple, where since by the engineering skill displayed he has won an enviable place among the men of his profession.

On September 13, 1869, he was married at Paw Paw, Mich., to Miss Libbie Button. Mr. Baldwin has filled many important positions of responsibility and trust, and he has received from his employers many testimonials certifying to his ability as an engineer, his integrity as a man, in whom great trusts may safely be imposed, and to the faithfulness of his character and entire freedom from questionable habits.

WILLIAM J. MCMURTY, son of Charles and Jane (McIlwaine) McMurdy, is a native of Ireland, born at Belfast, January 30, 1861.

At the age of sixteen Mr. McMurdy shipped as boy on the bark Eleanor, Belfast to Quebec, on which he remained about six months, until she was waterlogged and sunk, he and the balance of the crew taking to the small boats. After three days drifting they were picked up by an Italian bark and carried into Falmouth, where our subject immediately shipped as ordinary seaman on the brig Isabelle, continuing seven months on her, after which he went as able seaman aboard the Ariadne for the next six months. The barkentine Clara, to South America, had him aboard for five months, the Orontes, to St. Johns, N. B., the next six weeks, and thence, without going ashore, he stepped into the new brigantine Ohio, bound for Ireland. After four months' service there he shipped on her to the Mediterranean, and then coasted around St. Johns for about a year, thence shipping on the British Queen to Valencia, Spain, where he went in the Erato to Hull, England. From the latter port he again began coasting on the Ensign, Flexmoss and others, around England and France, for about nine months, and then went into the Caledonia, on a voyage of three months to the Mediterranean and Black Sea, then on the Kohinoor to Calcutta, and then on the

Mooltan to London, from where he went home on a visit.

Finally, in 1886, he went to Chicago, where he began his lake career, as watchman on the *Arabia* to Buffalo, and then as lookout on the *Syracuse*, finishing that season wheeling the *Vanderbilt*. In 1887 he was wheelsman on the *Chicago*, and during the early part of 1888 as lookout on the *Wyoming*, finishing that and the season of 1889 on the *Boston* as wheelsman. For the season of 1890 he was lookout on the *Chicago*, and then went home to Ireland again, returning in 1891 and going as lookout on the *Boston* till August, spending the balance of that season on the *Harlem*. In 1892 he was lookout on the *Badger State* until August, and finished the season as second mate of the *Milwaukee*. For the two succeeding seasons he served as second mate of the *Chicago*, in 1895 shipping on the *Anchor* line as wheelsman on the *Mahoning*, and in 1896 he was second mate of the *Chemung*, until the *Ramapo* was brought out. He was also second mate on her, and engaged as second mate on the *John V. Moran* for 1897. For the season of 1898 he was second mate on the *W. H. Stevens*.

On January 12, 1891, Mr. McMurty was married, at Belfast, Ireland, to Margaret Jane Ferguson, of that city, by whom he has had three children, two of whom are living: William J., Jr., and Margaret. The family reside at No. 244 Fulton street, Buffalo, New York.

CAPTAIN JOHN FOSTER was born at Windsor, Ont., June 17, 1858, and at that place and Detroit he has resided all his life. He attended school in his native place, and before completing his education began marine work during the summer season on the ferry line operating between Detroit and Windsor. He first went on the side-wheeler *Essex* as deckhand, but soon afterward acted in that capacity and as wheelsman and mate on the *Fortune*. Upon the *Hope* he acted as mate for some time, and then went on the *Victoria* as mate, at the time she was running between Detroit and Belle Isle. He returned to the *Hope*, however,

and acted as mate several years, transferring to the *Excelsior* as master in 1895. Upon this boat he remained in command until January 6, 1896, when she was laid up for the winter. He then transferred to the *Victoria*, where he is still to be found.

In December, 1884, he was married to Miss Annie Mayberry, of Windsor, who died June 17, 1895. This union was blessed with two pairs of twins: James and William, and Annie and John, the last named being deceased, and the others in school at the present.

Captain Foster is the son of James and Mary (Dun) Foster, natives of Canada. James Foster has been connected with that line of boats for twenty-five years and is still in the same employ; also having another son, James, Jr., whose life was closely connected with the history of the ferry line when the side-wheeler steamers were in operation.

JAMES KEHOE commenced his marine life when quite young by running away from home and going to New York City, where he shipped in the schooner yacht *Idler*. He passed three pleasant summers as boy on this vessel, and returning to Chicago with her, has since become a reliable and skillful engineer. He was born in Chicago on March 2, 1864, a son of Moses and Ellen Kehoe, both natives of the "Emerald Isle," who, on coming to the United States, first located in Minnesota, afterward removing to Chicago where James attended school.

It was in 1879 that he again took up his life in Chicago, and that spring found a berth as boy in the schooner *James Couch*, spending his leisure time in various yachts about Chicago harbor, becoming a skillful yachtsman. In 1881 he entered the employ of the Vessel Owners Tug line, and became fireman on the tugs *Rebel*, *Blackball*, *Hood* and *Taylor*, remaining with that company several years. He was also fireman in the lighter *McCormick*. During the winter months he worked in the machine shops of John Mohr & Son, and McCormick's boiler shop, later entering the employ of Capt. J. H. Dunham, remaining about three years as engineer of the tugs *Fashion*, *T. T. Morford*

and Mosher. In 1892 he was appointed engineer of the tug Dixon, engaged in preparing the grounds for the World's Fair, and the next year was appointed engineer of Alison V. Armour's yacht Gryphon, which, after cruising on Lakes Superior and Michigan, he took to New York harbor and laid up. Returning to Chicago he was appointed second engineer of the steamer Rhoda Emily, and in 1895 he joined the tug Alpha, of the Illinois Dredge Company, as chief. In 1896 he became chief engineer of the steamer E. G. Crosby, of the Lake Michigan Car Ferry Company, running her two years. In 1898 he was transferred to the steamer J. C. Ames, a powerful boat of 557 tons operated by the same company in connection with the Wisconsin Michigan railroad between South Chicago and Peshtigo. During his experience as engineer for these companies he has given the utmost satisfaction.

Socially he is a member of the Marine Engineers Beneficial Association No. 4, of Chicago.

On October 3, 1893, Mr. Kehoe was wedded to Miss Ellen Kenny, of Chicago, and they have a pleasant home at No. 90, 22d street, Chicago, Illinois.

REYNOLDS HILL, chief engineer of the elegant steel steamer Ramapo, the property of the Union Steamboat Company, is the son of Seth and Maria (Rich) Hill, both natives of New York State. The former is a farmer, and they are now residing at Havana, Schuyler Co., N. Y. There were but four children in the family, the two now living, besides Reynolds, being Janette, wife of Chester Giles, a hotel keeper at Havana, and Maud, residing with her parents.

Reynolds Hill was born at Reading, Steuben Co., N. Y., in 1843, and there he attended school. For a short period during his early life he worked on his father's farm, and began his practical work as fireman and engineer of a sawmill in the vicinity of his birthplace. For three years he was engineer on the Northern Central railroad, and succeeding that employment he enlisted in the Union army in 1862, remaining in the United States service until June 9, 1865.

Since the war Mr. Hill has been continuously in his chosen employment until the present writing, and during his career has been engineer of the most prominent steam vessels of the Great Lakes. He has also acted in that capacity on inland lake and Hudson river steamers. He was two seasons chief engineer of the side-wheel passenger steamer Elmira, on Seneca lake, and for a short period each of the steamers Halsey and F. Holmes on Lake Cayuga, N. Y., a famous summer resort. On the Hudson river he was chief engineer of the passenger steamer Austin, running between Albany and New York. For one season on Otsego lake, N. Y., he was chief engineer of the steamer Nattie Bumpo, named from one of Fenimore Cooper's novels and owned in part and managed by Byatha Watkins. In the lake service Mr. Hill has at different times and for different seasons been chief engineer of the following named steamers: the tug Union, owned by Mitchell & Bou-telle, of Bay City, towing rafts; the tug Dexter, owned by Capt. George Fields, of Bay City; the side-wheel passenger steamer George L. Dunlap; the Keweenaw, of Detroit, Capt. Eber Ward; the Nyack, a Detroit river tug; the propeller Antelope, owned by Ballentine & Co.; the propeller Northerner, of which John M. Nichol was a managing owner (The latter steamer was burned, a total loss, at Marblehead, Lake Erie); the propeller Oscar T. Flint, of St. Clair, named from a Buffalo man and built by Simon Langel; the steamers John F. Eddy, Charles Eddy, E. C. Pope, Selwyn Eddy, W. B. Castle, Penobscot, and five years on the mail steamer Ivanhoe, owned by Hoar & Edwards. He also brought out new the steamers John M. Nichol and Eber Ward, from Wheeler's dock, Bay City, and the Roswell P. Flower, from Milwaukee, the latter owned by David Vance.

During the season of 1896 until August Mr. Hill was chief engineer of the steamer New York, at which time he brought out the steamer Ramapo, and he filled that berth during the seasons of 1897 and 1898. The Ramapo is an elegant steel steamer, and her carrying capacity is equal to that of the Chemung and Owego, of the same line,

combined. She was named from a small town near Port Jervis, N. Y., on the Erie railroad. Mr. Hill is recognized as one of the prominent and competent engineers in the lake service, and that estimate of his qualities is fully sustained by the foregoing record of his career as an engineer.

In 1869 Mr. Hill was married at Geneva, Ontario Co., N. Y., to Miss Olivia Andrus. She is the daughter Elliott Andrus, who several years ago, at Seneca Falls, N. Y., built the first boiler for steam fire engines. The family residence of Mr. Hill is at Geneva, New York.

CHARLES C. GOODWIN remembers no part of his career upon the Great Lakes with more pleasure or satisfaction than his services in the Life Saving service. In this department of the United States Government he spent four years, two at Cleveland and two at Erie, and he holds two gold medals which were given him in recognition of his efficient and courageous work.

Mr. Goodwin was born in Portland, Maine, in 1864, a son of Capt. Charles C. and Mary (Brown) Goodwin, the former of whom will be remembered by those familiar with the Life Saving service as one of the oldest men in that service, he having devoted eighteen years of his life to the Cleveland station. The family had settled in Cleveland, and young Goodwin commenced sailing at the age of fourteen years. His first experience was gained on the schooner Timothy Baker, on which he remained two seasons, and then he became oiler on the steambarge Progress one season, becoming a tug engineer immediately afterward. Since that time he has been engineer of the tugs L. P. Smith, Peter Smith, S. S. Stone, Louisa, Enterprise, and Maikwell at Cleveland, the Pageat, Fairport, and many others.

When the great flood of 1883-84 caused destruction along the Ohio river, Mr. Goodwin was a member of the Cleveland Life Saving Station crew, which responded to the call for help which was sent from Covington, Ky. The crew and their boats were placed upon a fast train and rushed to that point, where they spent twenty-two days in performing deeds of mercy. One of Mr.

Goodwin's medals was presented to him at this time by the Masonic Relief Association of Covington. The other medal came from the United States Government, for heroic services performed at the time of a great storm near Cleveland when a number of vessels went ashore. At another time Mr. Goodwin spent two years as chief engineer of the Cleveland Electric Lighting Company. Five years ago he became engineer for the firm of E. R. Edson & Co., in Cleveland.

In 1886 he was married to Miss Nellie Watson, of Cleveland, and they have three children, Charles, William and Dorothy. The family reside at 75 Willett street, Cleveland, Ohio.

CHARLES H. PHILLIPS, son of Jarvis and Jane Phillips, and a descendant of Capt. Juriea Phillips, of Revolutionary fame, was born in New Milford, Litchfield Co., Conn., in 1847. His education was acquired in the public schools of his native town.

He commenced his marine life on the steamship Lackawanna, returning to New Milford after a year's service on her. In 1863 he went to Bay City, Mich., where he found employment in the sawmill of Smith & Thompson. In 1864 he shipped on the side-wheel steamer Columbia. This was followed by two seasons on the passenger steamer Ariel, plying between Saginaw and Bay City. In the spring of 1867 he was appointed chief engineer of the side-wheel steamer Cayuga, which berth he held two seasons, and in 1869 he was on the side-wheel passenger steamer Ajax. In 1870 he came out on the steambarge Trader, but closed the season as chief engineer of the propeller Buffalo.

In the spring of 1871 Mr. Phillips went down to Mobile, Ala., and was appointed chief engineer on the river steamer Vincent, which he ran between Mobile and New Orleans, closing the year on the steamer J. E. Eagle, which plied between St. Louis, Mo., and New Orleans. The next spring he returned to the lakes and ran the engines in Russell & Co.'s sawmill. In the spring of 1873 he shipped as chief engineer on the steambarge Oakland, followed by a season

on the steambarge Benton. In 1875 he went to Au Sable and ran a mill engine for Loud, Gary & Co., remaining with that firm two years. The next three years he engineered the tugs Nellie Cotton, Ransom and Cora D., on the Saginaw river. In 1880 he opened a hotel in Alpena, and, being somewhat of a politician, he floated the first flag for Hon. Mr. Carsney, his candidate for Congress, and as his man won by a good length he kept his hotel going with good patronage for two years. In the spring of 1882 Mr. Phillips engaged in running a locomotive on a lumber road with George Smith, retiring after two years of successful work. His next employment was at Omar, Mich., where he ran an engine for McGraw & Co. In 1884 he took out a patent for a paint, which was both fire and water proof, and after a year of good business he went to Alpena, Mich., and engineered the tug Wave. He was elected constable in 1886, and served the municipality in that capacity two years, adding to his labors the duties of a detective. In the spring of 1888 he shipped as second engineer on the steamer John C. Pringle, and the next season on the steambarge E. H. Jenks. In 1890 he came out as chief engineer of the side-wheel steamer Emerald, plying between Bay City and Saginaw. He then went to Ashland, Wis., and ran a wrecking tug, and in 1892 was appointed chief engineer of the rivertug John Owen, transferring to the Frank W., of the same line, the following season. This tug was engaged in towing rafts between Georgian Bay and Alpena, Mich. In the spring of 1894 he entered the employ of E. O. Avery, and ran his mill engine one year, coming out in 1895 in the steamer Dickerson, but closing the season in the Maxwell. The next season he put in the machinery and ran the engine of the steambarge Cleveland, and in 1897 he came out in the steamer E. F. Gould. He then took the tug Thompson, and later the Boynton; this was followed by a period as second engineer on the steamer Newaga. Mr. Phillips is a charter member of the Marine Engineers Beneficial Association, of Port Huron, Michigan.

He was united by marriage to Miss Emma Walters, of Rochester, Oakland Co., Mich., and two boys—John W. and Jarvis C.—have been born to this union.

JOSEPH DAY, JR., chief engineer for W. W. Oliver on Niagara street, was born in Buffalo, November 20, 1861, and received his education in that city. His steamboat education was obtained on his father's boats, which plied the waters of the Niagara for many years. Beginning with the year 1873 he was fireman and deck-hand with his father for about eight years. In 1881-82 he became engineer of the steam-yacht Black Shelby, and he was in the Mary Day from that time until 1886. In 1886 he was on the Geo. Stauber, for a season. During the winter of 1887 he was engineer of the tug Myrick, at Sarnia, and then returned to Buffalo and engineered the Geo. Stauber again for a period of three years. For the season of 1891 he was engineer of the Sprudel, and on May 15, 1892, he was appointed to the position of chief engineer for W. W. Oliver, where he still remains.

Mr. Day was married, April 14, 1886, to Alice Hammond, and they have two children, Augustus and Lily. Mr. Day's brother Charles was engineer on the State tug Queen City for the season of 1896.

CAPTAIN JOHN FOLEY. Since his thirteenth year, Capt. John Foley has been identified with marine workers on the Great Lakes. He was born at Hamburg, N. Y., June 24, 1842, and was one of six children born to Patrick and Anna (Crongham) Foley, who were natives of Ireland and China, respectively. The latter was a daughter of an English general, who fought and was wounded in the Crimean war. Patrick Foley and wife, deceased, were survived by their children: Mary, who is married to Captain Bradley, a sailor of wide experience who has visited Africa, China, South America and the West Indies, and now resides in Buffalo; Frank, formerly a marine man, resides in Buffalo; Elizabeth, unmarried, also resides in Buffalo; Maggie M., who was married to George Plumley, and died

August 7, 1895; and Annie S., who is married to James Pixley, a marine engineer of Buffalo.

When Captain Foley first went sailing, he shipped with James McKee, a marine engineer of Hamburg. Before the first season closed he was in a shipwreck near Buffalo, and had a narrow escape from drowning, being carried to shore by a Newfoundland dog. He returned to the water the following spring, however, and sailed in minor positions until the age of nineteen years, when he was given command of the schooner Aldbarn, remaining on her several years, after which he sailed the New York. His next boat was the schooner A. B. Morris, following this with service as mate on the Huron City, H. D. Coffinberry, Monitor and Wild Helden. He then came on the J. S. Shrigley as mate, and in that capacity served until 1893, when he was made master, a position which he filled for some seasons.

On November 15, 1878, he was married to Miss Sarah Ann Mitchell, daughter of Henry and Mary (Taylor) Mitchell, natives of England, and residing in Buffalo. Captain and Mrs. Foley have had three children: William, born December 10, 1879, who died in infancy; John, born in December, 1880, and died in infancy; and Charles John, born February 20, 1881, who is attending school at the present time.

W. J. HANCOCK, of Saugatuck, Mich., purser of the City of Milwaukee, hailed from Jefferson county, N. Y., from which locality came more sailors than from almost any other section of the country, and those men coming from there were called "Ciscoe Chasers."

Young Hancock is a great-great-grandson of John Hancock, one of the signers of the Declaration of Independence, and a third cousin of the late Gen. Winfield Scott Hancock. The Hancocks were of English origin and early settlers of Connecticut. Our subject's parents were W. J. and Harriet (Paget) Hancock. The father was born in 1812, and the mother born in 1832, at Rural Hill, N. Y. His father in early manhood was a school teacher and later a com-

mercial traveler. His death occurred in 1885, at Mansville, N. Y. Mr. Hancock remained with his mother until he was twenty-one years of age, when he came to Saugatuck, Mich., to live with an uncle, W. B. Griffin, who was engaged in carrying on a sawmill there in connection with other lines of business. His uncle employed him as fireman at the mill, giving him one dollar per day for his services, and in this position he remained several months, when he was promoted to fireman of the new Saugatuck, a boat owned by Mr. Griffin, serving several months, when he was again promoted, this time being made clerk of the Saugatuck. The boat was then in the trade between Saugatuck and Chicago, its cargo being principally fruit. He remained on her that season and was engaged for the next, but in the meantime the boat was sold to Sans & Maxwell, of Pentwater, Mich., who retained the services of both the clerk and the engineer. Mr. Hancock occupied the position of clerk until the boat was laid up in the fall, when he was offered a position with the late W. B. O'Sands, of Pentwater, in his store, which he accepted. The following spring he was offered a clerkship on the steamer Kalamazoo, owned by Sans & Maxwell, his former employers, which position he filled, thus beginning his third year on the water. The Kalamazoo ran from the Michigan coast to the Graham & Morton docks in Chicago, Mr. Hancock acting as clerk, steward and general man. During the season, Mr. Morton, of the Graham & Morton Transportation Co., who happened in Chicago, came on board the boat and after a conversation with him, an application was filed for a clerkship on one of that company's line of steamers. Nothing more was heard of this until the following spring, although engaged for another season on the Kalamazoo, he was released by his employers, as a better position was tendered him. On May 1, 1889, he accepted the position for which he had applied, with Graham & Morton Transportation Co., and went on board their steamer Puritan, which plied between Benton Harbor, St. Joseph and Chicago. He remained on this boat until she was sold, two years later, at which

time he was given the position of purser on the lost steamer *Chicora*. He was on the steamer *City of Chicago* until December 1, when the winter trips to Milwaukee were begun. He missed several trips on the *Chicora*, at that time visiting the World's Fair, and until her fatal trip being at home with his wife. He received a telegram from the president of the Graham & Morton Transportation Co., just too late to enable him to catch the train which would reach Milwaukee in time for him to board the *Chicora* on her fatal trip which sealed the doom of all his shipmates. After the loss of the *Chicora*, the Graham & Morton Co. gave him his old position on one of their steamers, and he has since been the purser of their newly fitted up and elegant steamer *City of Milwaukee*.

On December 30, 1891, Mr. Hancock was married to Miss Caddie Barber, of Saugatuck, a daughter of D. L. Barber, an old resident and prominent merchant of that place, which is the site of the scene laid down in E. P. Roe's "Opening of a Chestnut Burr." Mr. Hancock is one of the brightest young men on the lakes to-day, and we predict for him a bright future.

ALEXANDER R. ROBINSON, of Conneaut, Ohio, is the son of Alexander and Mary E. (Benson) Robinson, both natives of New York State. He was born November 5, 1856, at Clayton, Jefferson Co., N. Y., and at that place spent all of his younger life, attending the public schools of Clayton until he was fifteen years of age. He then had a great desire for a marine life, which he gratified by going on the *Gen. Burnside* as seaman. Here he remained one season, and then went on the schooner *Grace Whitney*, continuing thus for one and a half seasons, after which he served as her second mate the same length of time. He then served as mate on the schooners *Montana*, *Bigler*, *Monterey* and *Henry Folger*, transferring the following season to the *Prince Alfred* as master, and remaining three seasons. After a season spent on the *James Couch*, he remained on shore for a year, and then took the same boat for four years. Shipping next on the schooner

North West, he remained three years on her, after which he took the barges Nos. 27 and 31 for two years. The two seasons following he spent on the A. D. Thompson and the season of 1895 on the V. H. Ketchum, coming in 1896 to the *Kaliyuga*. The only misfortune which has befallen Captain Robinson was on the *Prince Alfred*, which was wrecked on Lake Huron, near Collingwood. The boat was soon repaired, however, and put in running order.

Our subject was married January 18, 1876, to Miss Isabella McCrea, of Clayton, N. Y., a sister of John McCrea, who has been a sailor for several years. Their children are Alratha I., Henry R. and Thomas S., all of whom are in school at the present time. Mrs. Robinson is a member of the Ladies of the Maccabees, and Captain Robinson of the Masonic Order, I. O. O. F., and Knights of the Maccabees. His brothers, Thomas J. and Willard J. Robinson, are both sailors, the former having been a master for several years.

CAPTAIN G. C. BARNES, of Cleveland, Ohio, is a native of Belmont, Ohio, born in 1839, and on the paternal side is of English descent, and on the maternal side of Scotch extraction. The town of Barnesville was named after his grandfather, who settled there in 1800. Mr. Barnes is a representative man of Cleveland, and is of fine physique and six feet two inches in height. He has served one term in the city council, and while an incumbent was appointed on several important standing committees. He is a business man of untiring energy and enterprise, together with manifest integrity and fair dealing.

Mr. Barnes came to Cleveland in January, 1875, and acted as the agent of the Aetna Grate Company for fifteen years, with an office with the Globe Iron Works Company. He then organized the Chase Machine Company, of which he became president and treasurer. He enlisted in the Second West Virginia Cavalry, Company C, August 12, 1861, taking an honorable part in all the battles and skirmishes of that famous regiment, and was discharged June 27, 1865. He is active in Grand Army in-

terests, and has served as commander of Memorial Post, and is now a member of Army and Navy Post. He is also a Knight Templar Mason.

In 1875 Mr. Barnes was married to Miss Kate Fox, of Allegheny, Penn., and has one son.

ROBERT H. FIELD, of Cleveland, who has sailed for more than twenty-five years, is one of the successful marine engineers employed upon the Great Lakes. He was born in Cleveland in 1859, the son of Capt. Robert S. Field, one of the best known of the earlier lake navigators, and commenced sailing at the age of twelve years as fireman on the tug Abe Nelson. This position he retained for six years, at the end of which period, having secured an engineer's license, he went in that capacity on the tug Florence. Later he had charge of the engine rooms on the steam barges William Rudolph and Westford in turn, and he subsequently spent one year in Alpena as engineer of the tug C. D. McKinnon, for the firm of Fletcher, Pack & Co., and two years in the same port as engineer of the tug Black Ball No. 2, of the Vessel Owners Towing Company. This tug was sunk in a collision with the steamer Maggie Marshall while Mr. Field was employed on her, and some of the crew narrowly escaped drowning. After this Mr. Field came to Cleveland, and in 1887 entered the employ of J. W. Averill as engineer of the tug Helene, whence he was shortly afterward transferred to the tug Black Ball in the same employ; he has continued in this position up to the present time.

Mr. Field was married January 17, 1881, to Miss Sophia Grebe, of Cleveland, and they have three children, Robert, Rose and Lillie.

CAPTAIN WILLIAM PACKER, one of the younger masters on lake crafts, is a son of M. L. and Ellen Packer, and was born in 1865, in Cleveland, Ohio, the public schools of which city he attended until he was fifteen years of age. In the spring of 1880 he shipped on the schooner C. H. Johnson, as boy, and was in the same tow with the schooner Wabash when she struck and went

to pieces on the Pictured Rocks, Lake Superior; the entire crew of the Wabash, eight men, was in the cabin up to their necks in water, which was ice-cold, all night. The following season he spent in the John Tibbets, and he subsequently saw service in various boats as seaman until 1884, when he became mate of the A. C. Maxwell. It will be remembered that this vessel went ashore on the Ontario coast, near Goderich, that fall, and that the crew were taken off by Captain Babb, with a volunteer life-saving crew, after they had suffered much hardship from the weather, drifting helplessly without rudder or masts four days and nights.

In 1885 Mr. Packer was appointed mate of the schooner M. R. Warner, remaining in this position two seasons. On one occasion, while he was lying in Ashtabula harbor, the schooner J. F. Joy appeared, displaying signals of distress, and soon went to the bottom of the lake. Captain Packer launched his yawlboat and put out to the distressed vessel, the tugs being unable to reach her on account of so much floating rigging, and he brought off the captain, mate and cook in his first boat load, and, returning, took off the crew, consisting of seven men. In 1887 he shipped as second mate on the steamer Henry Johnson, and in the spring of 1888 he was granted master's papers and sailed the schooner M. R. Warner, in 1889 commanding the schooner C. G. King. In 1890 he became master of the schooner Helvetia, in which he remained three seasons. His next boat was the schooner Minnehaha, on which he remained two seasons. On July 2, 1893, while his vessel was lying at dock in Toledo harbor, the Captain went up the river in a small steamer, and seeing three men struggling in the water he buckled on a life-preserver, jumped overboard and swam to them, saving two after a heroic effort; the other was drowned. He reached and succeeded in supporting the two until a small boat picked them up. All three had been leaning against a frail railing on a boat, and it had given way with them.

In the fall of 1895 Captain Packer lost the Minnehaha in a driving snowstorm, the

schooner shipping a heavy sea which battered in the hatches, and she filled rapidly, the crew taking to the rigging. Captain Packer took the wheel and beached the schooner near Starkeyville, on the east shore of Lake Michigan. He was cut off from the mizzen-mast when she struck and got on the jigger. When the mast went by the board he jumped, cleared the decks and got hold of a piece of deck plank which assisted him to swim ashore. The vessel soon went to pieces, and the rest of the crew, consisting of six men and a woman cook, were lost. Captain Rafferty was mate and his son a seaman. The body of the cook, Mary Keefe, was picked up next day nineteen miles to the southward. Notwithstanding the loss of this boat Captain Packer has retained the confidence of the owners of that class of vessels, and in 1896 he was appointed master of the schooner Nellie Redington, which he laid up in Cleveland harbor at the close of navigation that season.

In 1891 Captain Packer was united in marriage to Miss Emma Emlaeo, of Cleveland, Ohio, and they have one son named Elwell.

THOMAS EAGAN was born in Rochester, N. Y., February 9, 1855, the son of John and Catherine (Fallon) Eagan, and the namesake of a wealthy uncle now living in Rochester, a hale and hearty man eighty years of age. His parents came to the United States in 1853, and located in Rochester for a short time, removing to Cleveland in 1865, where the subject of this sketch received his education, attending night school taught by William Dugan, who was at that time president of the board of education in Cleveland. His father enlisted in 1862, in Company C, 125th O. V. I., the regiment being assigned to the Western Army. He took part with his regiment in the engagements at Missionary Ridge, Lookout Mountain, the battle above the clouds, receiving a severe wound in the last engagement, and was with General Sherman during the Atlanta campaign. In 1865, after the close of the war, he was honorably discharged at Camp Douglass, in Chicago.

During his service in the war he contracted disease from exposure, and died at the Soldiers' Home in Dayton, Ohio, in 1870.

In 1872 Thomas Eagan entered the employ of the Globe Iron Works, as sand cutter in the molding shops, where he remained three years, after which he joined the tug Maggie Sanburn as fireman. In 1876 he took out papers and was appointed engineer of the tug Triad, with Capt. Joe Greenhalgh, the oldest Cleveland tug man. The next spring he shipped on the steambarge Annie M. Smith. In 1878 he went to Chicago as engineer for George P. Gillman on the tug Commodore, and later was on the Commodore Jack Barry, John Miller, and L. B. Johnson, alternately, remaining two seasons on these vessels. In 1880 he joined the Independent Tug line as engineer of the tug Commodore Jack Barry. The following spring he returned to Cleveland and shipped as second engineer on the steamer E. B. Hale. In the spring of 1892 Mr. Eagan was appointed chief engineer of the steamer Lena Knoblock, holding that berth four seasons. In 1886-87 he sailed as second engineer on the R. P. Ranney, and E. B. Hale, respectively, and the next season he was appointed chief engineer of the steamer Ossifrage, but left her on account of wage trouble before the close of the season. The propeller Minola, of the Minnesota line, was his next boat, on which he served as second engineer, with George Mason as chief.

In the spring of 1890 Mr. Eagan went tugging out of Cleveland as engineer with Capt. Charles Stickney, on the Allie May, and the tugs J. D. Cushing and C. C. Curtis, remaining in that employ three years. In 1893 he again shipped as second engineer of the steamer E. B. Hale. He was on her when she was caught out in Lake Michigan during the prevalence of an eighty-four-mile gale; her backbone was broken, and the officers and crew stood in great danger, but succeeded in weathering the storm. In 1894 Mr. Eagan was appointed chief engineer of the steamyacht Wilbur, owned by Captain Wilbur, of the Chicago Produce Exchange. The Wilbur was the judges' boat at the time the Priscilla, then owned by Dr. Beeman, won the yacht race against

the Idler, at the Milwaukee regatta. The next season he stopped ashore. In the spring of 1896 he shipped as second engineer on the steamer Minola, closing the season as second engineer on the passenger steamer Flora. In 1897 he acted as chief engineer on the tug Favorite, which he laid up at the close of the season of 1898, after running her successfully for two seasons. During his twenty-one years' experience he has never had an accident of any description.

He is a member of the Marine Engineers Beneficial Association, and resides at No. 77 Mulberry street, Cleveland, Ohio.

JOHN B. MILLER is an enthusiast in his line, marine engineering. When he was sixteen years old he began his mechanical life on the Michigan Southern railroad, afterward becoming a marine engineer. He was born February 16, 1844, at Philadelphia, Penn., and removed thence with his parents to Two Rivers, Mich., at the age of two years, receiving his education at the public schools of that place. His father, Isaac Miller, was a miller by trade, and was born in Harrisburg, Penn. He died in Michigan in 1882.

In 1861 Mr. Miller enlisted in the Civil war, going to the front with the Sixth Michigan Light Artillery, with which he continued throughout his term of service. He was through the Georgia campaigns, and afterward participated in the battle of Nashville. At the close of the war he was honorably discharged, and returning home re-entered the employ of the Michigan Southern & Northern railroad. He continued in this employ until 1866, and then shipped on the tug U. S. Grant as fireman. Here he remained only a short time, going as fireman on the M. I. Mills and on the tug Sol S. Ramage as second engineer. After a short period of service on the tug Vulcan he joined the Kate Moffat, and there remained one season. The next two seasons he was engineer of the Iron City, and when she laid up at the close of the season of 1877 he went into the oil regions of Pennsylvania, and later spent three and a half years in St. Louis, Mo. Returning to the

lakes, he shipped as engineer on the Torrence, City of Port Huron, Progress, John N. Glidden and John B. Lyons. Again he remained on shore for a while in a responsible position, but on returning to the lakes became engineer on the Wilcox, Monteagle, and finally, in 1890, on the C. B. Lockwood, of which he was chief engineer until the close of the season of 1897, working that winter in the machine shop of Teare & Thomas, in Cleveland. In the spring of 1898 he fitted out the steamer Italia, but after two months accepted a position as engineer of the American Wire Company in Cleveland.

On February 15, 1871, Mr. Miller was married to Miss Margaret Banghart, of Canada. On March 3, 1883, he chose for his second wife Mrs. Jennie Dowling. Socially he is a member of the Masonic order and of the Knights of the Maccabees.

THOMAS HIGGINS was born March 24, 1861, in Buffalo, N. Y., where he acquired his education in the public schools. In the summer of 1870 he took the ferry boat in Buffalo creek, and carried passengers for three seasons, beside running an engine on the docks. This work was followed by service in various capacities on the tugs D. P. Dye, J. C. Parker, Annie P. Dorri, Bruce, Rambler and Crowle, and as engineer of the James Adams. In the spring of 1883, he was appointed engineer of the tug Alpha; 1884, of the James Ash, and, in 1885, of the George R. Hand. He was instrumental in saving the captain of the Lillie May, which was waterlogged and at anchor in a sinking condition off Dunkirk; and that same fall, with the assistance of the tug Williams, he brought into Buffalo harbor the barge Hoag, which was in distress. In the spring of 1886 he was transferred to the tug T. M. Moore. The following season he brought out new the tug George R. Donaldson, and in 1888 he took the engines of the E. C. Maytham and ran her two seasons, with the exception of a short time at the close of 1889, when he took the Genevieve, owned by Hingston & Woods. In 1891 he went to Cleveland and ran the tug Chamberlain one season, returning to Buffalo the next spring to go

on the Alpha as engineer. He continued in the employ of the Maytham Tug line until the close of 1896, engineering in 1893 the tug O. W. Cheney, 1894, the Alpha, 1895, the Acme, and in 1896 the John Kelderhouse. He is a member of the Buffalo Harbor Tug Association and of the American Association of Masters and Pilots.

Mr. Higgins was wedded to Miss Elizabeth Conway, of Buffalo, in 1888. Three children have been born to this union: Thomas E., Gertrude E. and Nellie. The family residence is at 149 Vandalia street, Buffalo, New York.

G. M. NEWTON is the son of O. W. and Mary (Aldrich) Newton, and was born May 18, 1841, at Royal Oak, Mich., where he has lived the greater part of his life. O. W. Newton, a blacksmith by trade, was a native of Vermont. He died in 1856, being survived by his wife, who died in 1888.

At the public schools of Royal Oak G. M. Newton received his education, and at the age of eleven years went to New York City, where he served an apprenticeship of seven years in the shop of Fletcher & Harrison. He then went to South Carolina, and was engaged in setting up machinery until the war broke out, when he joined Company B, 3d N. Y. V. I., and served for some time. He then joined the 3d Michigan Cavalry, and served until 1863, when he was taken prisoner in Mississippi. He was then imprisoned at Andersonville and Florence until March, 1864; when removed to Salisbury, N. C., he jumped from a train into a running stream of water and thereby obtained his freedom. He returned to New York, and was mustered out of service August 19, 1865. He then began the marine life by going on the Dean Richmond, upon which he served as second engineer one trip, and as chief the remainder of the season. The following year he went on the John Martin, and then served two years on the St. Paul and one season on the Concord. At this time he came off the lakes, and was employed for some time in a mill at East Saginaw. He put engines in the H. A. Ballentine and Annie Moiles, and then on account of ill health he did not work regu-

larly for four years. Upon his return to the water he spent three and a half years on the Hiawatha, two years on the Egyptian, four years on the Colgate Hoyt, and in 1896 went on the Bulgaria.

In November, 1874, he was married to Miss Mildred Reynolds, of Royal Oak, Mich. They have three children: Mary A., Jessie T. and Edward B., all of whom are in school and reside at their father's home.

Mr. Newton is a member of the Masonic Lodge, the A. O. U. W. and I. O. O. F.

Upon the Empire State in 1871 he was shipwrecked at Long Point, Lake Erie, but all lives were saved by means of rafts which were made from lumber which composed the ship's cargo. He also experienced the same event on the tug Sprague in 1884, but in this was attended by the same good fortune in a means of escape.

CAPTAIN JULIUS A. WARD, a prominent and public-spirited citizen of Marine City, Mich., is the son of Peter and Catherine (Esche) Ward, born in Columbia, Tenn., October 5, 1850. His parents were natives of Mauch Chunk, Penn., in which city they were married. The children born to them were: Edward, who married Miss Lucy Landfair, sister of Captain Landfair, master of the steamer Republic, in 1897; Marietta and Susan, who died at the ages of sixteen and seventeen, respectively; Charles Ezra, who died in Santa Rosa, Cal., in 1880; Ann, who became the wife of Alonzo Landfair, and died in June, 1863; Stephen L., who passed away in 1884, at Leslie, Mich.; Julius A. and his twin sister, Julia Alice (she united in marriage with Marshall S. Perry, and is now residing in Cuero, Texas); and Eugene J., who made Miss Marietta Williams his wife, and is now living in Red Land, Cal. In the year 1837 the family removed from Pennsylvania to Clinton, Lenawee county, Mich., where a tract of land was purchased and a clearing made; they next went to Leslie, Ingham county, Mich., where they purchased a farm and remained on it for a number of years. About the year 1847 the family went south, locating at Columbia, Tenn., where they

acquired considerable city property. In 1863, during the progress of the Civil war, they suffered much damage by pillage and fire from the soldiers of both armies, and the father, Peter Ward, determined to return to Michigan, which he did, locating on his farm at Leslie. He had served throughout the Mexican war under General Scott, and with his regiment participated in many hotly contested battles, where courage was victorious over superior numbers of Mexicans; notable among the engagements were the pitched battles of Cerro Gordo, Chapultepec and City of Mexico.

On September 10, 1864, Julius Ward, then a well-grown lad of fifteen years, enlisted in the First Michigan Light Artillery as messenger boy, his battery being M, commanded by A. H. Emory, and was stationed at Cumberland Gap, under General Cox. [His two brothers, Ezra and Charles, were also Union soldiers, being members of Battery A, First Michigan Light Artillery.] While at the Gap, the battery was on several occasions engaged with the enemy. After serving until the close of the war Mr. Ward was honorably discharged and mustered out of service September 1, 1865, at Jackson, Michigan.

Previous to his enlistment, Julius had acquired a district-school education, but on his return home he went to Lansing, Mich., and attended the old Academy for three winters, and in 1868 he graduated from the high school at Leslie, and took a course in a private school at Flint, Mich. That fall he entered the employ of the New York & Erie railroad (Eastern division) as fireman on a locomotive, remaining one year. In the summer of 1870 he purchased a stock of groceries and opened trade in Leslie, conducting the business successfully nearly two years. In the spring of 1872 he went to Columbia, Tenn., to look after the city lots owned by his father, and in the interest of the Singer Sewing Machine Company, as collector. He remained there one year, when he went to Leslie and won his bride, Miss Hattie Rice, later returning to Columbia, where he resided until December 1, 1873, when he again went north, this time locating in Marine City. He then entered

the employ of the Toledo & Saginaw Transportation Co. (in which he had purchased stock) as a steamboat painter, David Lester being superintendent of the yard. It was in the spring of 1874 that Captain Ward began his career as a sailor, shipping as watchman on the steamer V. H. Ketcham. The next two seasons he sailed as mate of the schooner Kittie Brainard, and in the spring of 1877 he was appointed mate of the steamer Troy, and held that berth until August, 1879, when he was made master of the A. Gebhart. The next two seasons he sailed the Brainard and came out in her in the spring of 1882, but was transferred to the new steamer C. F. Curtis, in which he closed the season as master. This was followed by three seasons as master of the schooner Theodore S. Fassett. He then sailed the schooner Minnie E. Orton three years. In the meantime he purchased an interest in the steamer Buckeye State, but sold out in the spring of 1889 and bought the schooner Dayton, which he sailed three seasons. Captain Ward then purchased stock in the Miami Transportation Company, and became one of the directors, and in 1892 assumed command of the steamer Miami. The next season he sailed the schooner Mingo, which had been built that winter; he also owns an interest in the new steamer Mohegan, but did not sail her. In the spring of 1894 he again took command of the steamer Miami, and sailed her two seasons. During the season of 1896 he sailed the steamer City of Concord for the Mills Transportation Company. The next spring he brought out the steamer Miami, but sold his interest in her, and stopped ashore the balance of the season. He was appointed master of the steamer J. P. Donaldson in the spring of 1898.

By industry and good business methods the Captain has acquired considerable real and personal property, including a farm near Leslie, and one near Manistee, Mich., and has a handsome homestead in Marine City, Mich. Besides his vessel property he is a stockholder in the Marine Savings Bank. Fraternally he is a Royal Arch Mason and a member of the council, a charter member of the Knights of Pythias, and of the Odd

Fellows, a charter member of the Knights of the Maccabees, of the Newport Club, and carries Pennant No. 783 of the Ship Masters Association at Marine City, which he represented as delegate to Washington two terms and at Milwaukee in 1898.

Captain Ward was married to Miss Hattie Leona, daughter of S. P. and Harriet (Childs) Rice, of Leslie, Mich. Two daughters, Florence Rice and Grace A., have been born to this union.

GAIUS D. TULIAN, of Cleveland, Ohio, who was mate of the steamer Alva during 1896, was born on North Bass island, in Lake Erie, in 1872. His father, Capt. Joseph Tulian, still lives on North Bass, and was a sailor during the greater part of his early life. Captain Tulian commenced sailing on the ocean at the age of fifteen and followed the sea for twenty years, after which he came to the lakes and sailed as master of schooners for some time before he retired from the water.

Gaius D. Tulian began to sail when he was fourteen years of age, his first employment being on board the steamer I. N. Weston. The following season he spent on the schooner A. J. Rogers, and in 1888 he sailed on the schooner Watson, the tug Brady and the steamer Keystone, the following year serving on the steamer Chauncey Hurlburt. In 1890 he was on the steamers Lowell, Harry E. Packer and William H. Stevens, and he remained on the Stevens all of 1891 and a portion of 1892, completing the latter season on board the steamer Henry Chisholm. He was second mate of the Chisholm and the Gladstone one season each, in 1895 becoming first mate of the steamer Desmond. During the season, of 1896 he was first mate of the Alva.

CLARENCE POMEROY was born in 1864 in Painesville, Ohio, the son of a successful steamboat captain and vessel owner, Capt. Phineas Pomeroy, and early decided to follow the water. He began by sailing at the age of fifteen years, his first experience being on the tug Buffalo, at Bay City, on which he was fireman. After three years he became engineer of the tug Annie, since

which time he has been chief engineer of many tugs as well as larger craft. Among these may be named the tugs Brown, Abbott, Music and Record; the steamers Spokane, Vienna and Powers; the fishing steamer Harrow; the tugs Campbell, Gregory, Tom Mason and Cushing, and the steamers William Cowie and Belle Cross.

In 1896 Mr. Pomeroy married Miss Minnie Whitney, of Cleveland.

CAPTAIN PHINEAS POMEROY was one of the well-known lake navigators in the middle of the present century, and he sailed vessels on the Great Lakes for a long period. He was born in New York State in 1831, and commenced sailing at the age of seventeen, at twenty having risen to the position of master in command of a grain vessel owned by his father-in-law, Joel Bartholemew, which he sailed out of Fairport. He lived in the city of Painesville, Ohio, for some time, removing in 1864 to Bay City on the schooner Morning Star, which he was then sailing. After this he purchased and operated for a time the tug Uncle Sam, and he later bought the Morris and the William Case, two lumber barges. He also owned a number of other vessels.

Captain Pomeroy married Miss Almeda Bartholomew, of Painesville, and their children were Eugenie, Clarence, Flora and Riley, the last named long since deceased.

WILLIAM C. BARR, engineer for the Public Lighting Company, Detroit, is the son of A. F. and Sarah (Smith) Barr, and was born August 16, 1854, at Detroit. His father, who was a native of Pennsylvania, died at Ypsilanti, Mich., in 1860; he was a physician all his life.

William Barr spent the first two years of his life at his native place and then removed with the family to Port Huron, where he attended school until he reached his sixteenth year. In 1872 he went sailing, and for a number of years following devoted the greater part of his time to marine work. He first shipped on the propeller Montana, out of Buffalo, on which he remained one year, as oiler, and he then served two years as second engineer in the

W. L. Wetmore and Sparta, transferring to the *Lady Franklin* as chief in 1876. For three years following he acted as chief on the *John Owen*, and he also held that position on the *Iron Age*, *Iron Duke*, *S. J. Macy*, *Manistique*, *Gettysburg* and *Emily P. Weed*. At the close of his service on this boat he abandoned sailing and embarked in the sand-dredging business under the name of the *Detroit Sand & Gravel Co.*, in 1895 taking his present position with the *Public Lighting Company*.

On December 27, 1892, Mr. Barr was married to Miss Dorothea Luther, of Springfield, Ill. Fraternally he is a member of the *Marine Engineers Beneficial Association No. 87*, and of the *Engineers and Mechanics Clubs*.

CAPTAIN H. W. ROBERTSON is a marine master of long experience and one thoroughly acquainted with all the departments of his work, having devoted his entire life to this occupation. He was born February 19, 1841, at Marine City (then called Newport), Mich., and there lived until his sixteenth year, when he went sailing. His first experience was on the *A. Rust*, where he acted as seaman two years, later as mate for the same length of time, and finally as master. When he left this boat he went on the propeller *Genesee Chief* as mate, and remained one season, subsequently serving in the same capacity in the *Bay City* and *East Saginaw*, and then shipping on the *C. G. King*, of which he was master two seasons. After commanding the *D. K. Clint* one season, he remained on shore for a year, engaged in business, and on returning to the water he went on the *Rumage*, and the following year on the *Andrew J. Smith*. During the seasons closely following he commanded the *Alpena*, *Emma Thompson*, *B. W. Jenness*, *Porter Chamberlin*, *Havana*, *C. H. Green* and *Oscar T. Flint*, coming in 1896 to the *E. M. Peck*, where he has since acted as mate.

On December 17, 1867, the Captain was married to Miss Mary Higley, of St. Clair, and they have one son, L. C., who sailed for several years, but is now engaged as bookkeeper for *Buhl & Sons*, of Detroit;

Frank, an older son, died in infancy. Captain Robertson is a member of the *Knights of the Maccabees*, *Royal Guards* and the *Masonic Order*, *Evergreen Lodge No. 9*. His parents, James and Theodate (Millard) Robertson, were natives of Michigan and New York State, respectively; both are deceased.

C. A. HEISNER is one of those marine engineers who are marked for the confidence in which they are held by employers, and he is equally renowned for his pleasing manners, by means of which he enjoys a large circle of friends and acquaintances.

His father, Adam Heisner, was a native of Germany, but when young came to America, in which country he spent the greater part of his life, and his entire active career. He was employed at his trade, that of a blacksmith and shipsmith, for many years at Marine City, Mich. He was killed in the Civil war, leaving a wife, Mary (Diem) Heisner, and two sons, Charles A., and John W., who was on the lakes for several years as marine engineer, finally becoming master and now owning interests in the *Mary McLaughlin* and steamer *Katie M. Forbes*. Mrs. Heisner was subsequently married to John Minnie, by whom she has three daughters.

C. A. Heisner was born February 29, 1856, at Marine City, Michigan, then known as Newport. The family removed to Bay City, same State, and lived there for several years, at length returning to Marine City, where our subject has ever since made his home. There he attended school until his sixteenth year, when he went on the *Trader* for a short time as deck-hand, soon becoming wheelsman. The two seasons following he spent on the *D. F. Rose* and *Robert Holland* as wheelsman, after which he served two seasons on the *George King* as watchman and second mate. He then came on the side-wheeler *Dove* for part of a season, transferring to the *H. D. Coffinberry*, as wheelsman for the remainder. The following two seasons he spent on the *Christina A. Forbes* as fireman, coming the next year on the *West-over* as second engineer, and toward the

latter part of the year he was given the position of chief. The next season he served on the *Hattie T. Brown*, afterward returning to the *C. A. Forbes*, on which he remained for three years. In the position of second engineer he then came to the *C. F. Curtiss*, remaining on that boat two years and serving as chief the greater part of the time. He was employed the following season in fitting out the *Simon Langell*, upon which he served for a short time as second engineer, and then came on the steamer *Birkhead* as chief for two seasons. He also acted as chief upon the steambarge *Tempest* two seasons, upon the *Aztec* part of a season, and then part of a season as second in the *Maruba*, coming to the *Samuel Mather* the following year. He was then on the *Maruba* for a short time, and served the balance of the year on the *V. H. Ketcham* as chief. In 1892 he shipped on the *Pathfinder*, where he has continued with Captain MacGregor up to the present time.

Mr. Heisner was married, in February, 1883, to Miss Carrie B. Lester, of Marine City. Her father, Thomas Lester, is an old vessel master and owner, at present having an interest in several boats, among which are the *Tempest* and schooner *Coin*. Henry and Curtis Lester, brothers of Mrs. Heisner, are both sailors in active life at the present time, and have been on the lakes for several years. Mr. and Mrs. Heisner have had five children: Emma M., John (deceased), Alta, Edith and Charles, all of whom but Charles are attending school at Marine City. Mr. Heisner is a member of the M. E. B. A. He spends his winters in the employ of different shops at Marine City, and also has a financial interest in the lake marine with John Balfour, owning the schooner *Uranus*.

D. LONG, second mate of the *Milwaukee*, was born in 1858, in Hamilton, Ontario. He grew up in the city of Milwaukee, and at the age of eighteen years shipped as watchman on the steamer *Saginaw*, plying between Milwaukee and Grand Haven, and remained with her in that capacity two years. He then served as lookout

on the same steamer, a season, and for another season as wheelsman. During four winters when the boat was laid up, he was her watchman. About the year 1880, he shipped as second mate on the *Flora*, which ran between Milwaukee, Wis., and Ludington, Mich. From the *Flora* he went in the same capacity on the steamer *John A. Dix* for one season, travelling the same route, and the next season was first mate of the same steamer. The following season he shipped as second mate on the steamer *Minneapolis*, which ran between Chicago and Buffalo. About eight years ago Mr. Long entered the service of the *Graham & Morton Transportation Co.*, with the exception of one season, when he was second mate of the steamer *Wisconsin*, has since been with that company and in the capacity of second mate. Mr. Long has served his employers faithfully, and is a capable officer. Socially he is a member of the *Maccabees Lodge No. 203*, of Milwaukee, in which city he makes his home.

The parents of Mr. Long were Daniel and Agnes (Brady) Long, natives of Ireland. His father was a farmer by occupation and left Canada, removing to Milwaukee when our subject was about ten years of age. His death occurred in that city in 1888, and the mother passed away in 1896, and she now rests beside her husband in the cemetery at Milwaukee.

CAPTAIN FRANK BLOOM, master of the *Conemaugh*, of the *Anchor* line, is one of the younger men on the lakes, who have of late become more prominent in its navigation. He is the youngest of the seven children of John C. and Nancy (Roberts) Bloom, of Wesleyville, Erie Co., Penn., at which place he was born, January 30, 1859.

Captain Bloom attended the village district school, and farmed until about seventeen years of age, when he set out for the oil fields, expecting, like many others in those days, to make a fortune. After two years' work there, however, he decided that steamboating was more lucrative, and in 1879 entered the service of the *Anchor* line as lookout on the *Annie Young*. From this comparatively humble position he has

worked himself up to the highest point in marine circles on the lakes, at present serving as master of the Conemaugh, one of the finest steamers at present on the lakes. His record in order of progress is as follows: two years in the Annie Young as lookout and wheelsman; two years as wheelsman in the Alaska, and two more as second mate; second mate of the Lycoming one season; first mate of the Juniata four seasons, and of the Philadelphia one, just prior to the year she sank; he was then master of the Conestoga one season, and of the Conemaugh four, including 1897, thus rounding out a service of eighteen consecutive seasons with this line, with fourteen issues of license, quite an enviable record for a young man. Captain Bloom is a member of Keystone Lodge Royal Arcanum, No. 108, Erie.

In May, 1886, he was married to Miss Mary L. Brandon, of Erie, Penn., and they have three children: Harvey, Frank and Esther Mahala. The family residence is at Wesleyville, Erie Co., Pennsylvania.

CAPTAIN GEORGE E. BROOKS, who has had unqualified success of all the boats of which he has been master, is the son of George W. and Susan E. (Heath) Brooks, both natives of Portland, Maine, but who became pioneers of Huron county, Mich., where they purchased a farm and upon which they settled in 1853. The father built a sawmill, was a manufacturer of shingles, and an Indian trader, and during the time he was in the shingle business employed Indians to shave them. After years of profitable business life he retired with a comfortable competency, removing to Saginaw, Mich., where he now lives.

Capt. George E. Brooks was born in Port Austin, Mich., on July 12, 1862, acquiring his education in his native town, attending school until he reached the age of seventeen, in the meantime assisting his father in his store and sawmill. He was led to adopt his life on the lakes by sailing occasionally on the schooner Finette Anne, which his father owned and employed in carrying the shingles which the Indians had shaved to Detroit, and which his grandfather, Jonah Heath, one of the California

'49ers, sailed. He remained with her two years, and then stopped ashore to assist his father. In the spring of 1881 he shipped before the mast on the schooner Chappel. This was followed by three seasons in the steamer City of Concord as wheelsman. In the spring of 1885 Captain Brooks entered the employ of Capt. S. B. Grummond as wheelsman on the passenger steamers Flora, Atlantic, Pearl, Keweenaw, and in 1888 he received license and was appointed second mate of the steamer Flora, holding that office two seasons. He was then promoted to the office of mate with Captain Rice in the steamer Mackinaw, and in 1891 was appointed master of the same boat, sailing her two seasons. In 1893 he entered the employ of Gilchrist & Fletcher, of Alpena, as master of the tug Ralph, sailing her three seasons, she being engaged in towing logs from Georgian Bay. In the spring of 1896 the Captain went to Duluth and entered the employ of the Inman Tug line, remaining with them until this date, 1898, during which time he has sailed the tugs, Joe Dudley, Edward Fiske, Jr., Buffalo and M. D. Carrington. He has ten issues of license. Socially he is a member of the Royal Arcanum.

On April 25, 1885, Captain Brooks was united in marriage to Miss Edie Nelson, of Port Huron, Mich., daughter of Capt. W. H. and Louise Nelson. Captain Nelson was a lifelong master of sailing vessels out of Chicago, his last boat being the schooner Georger; he died in Port Huron, in the fall of 1896. The children born to this union are: Frank Nelson, Florence Berenice, Susan Maud and Jay. The family home-stead is in Port Austin, Mich., although the Captain lives in Duluth, Minnesota.

FRANK COONS, who is one of the most prominent engineers sailing out of Milwaukee, and who is a very skillful machinist, was born in Ogdensburg, N. Y., on July 31, 1848, a son of Ralph and Ellen (Morrison) Coons. His father during the last thirty years has been employed as engineer on dredges by the Brown Dredge Company, at Port Dalhousie, Welland canal, and Thorold, Canada; also at times filling the

office of master. The mother died in 1873 at Port Dalhousie, and it was there that Frank acquired his education in the public schools, after which he worked in machine and boiler shops. It was in 1866 that he commenced his lakefaring career, shipping as fireman on the tug *American Eagle*, going to Manistee, Mich., the following year, and in 1868 he entered the employ of Captain Starke as engineer of the tug *Buhl*. The next spring he was appointed engineer of the tug *Robert Emmett*, employed on government contracts, three years, after which he again entered the employ of Starke & Co. Tug line, of Milwaukee. He went to Buffalo after the tug *Starke*, took her to Milwaukee, and ran her as engineer until September, when he took the tug *J. J. Hagermann*, bringing her out in 1872 and running her seven years. In the spring of 1879 he joined the tug *H. F. Bues*, waiting on dredge, a position he held until 1893, when he was appointed engineer of the tug *Calumet*, running her five seasons, and in 1898 he was appointed chief engineer of the steamer *E. A. Shores, Jr.*, owned by the Starke estate. Mr. Coons, being a man of thrift and industry, employed his time during the winter months at work for the company, and for the Sheriff Manufacturing Company, working at times in the boiler shops.

Socially, he is a member of the Marine Engineers Beneficial Association No. 9, of Milwaukee, and is held in high esteem by his associates.

In September, 1876, Mr. Coons was wedded to Miss Margaret D. Putnam, of Milwaukee. The children born to this union are Frank, Fred, Harry P., and Guy Hager. The family homestead is at 468 American avenue, Milwaukee, Wisconsin.

JAMES B. DONNELLY, the head of one of the heaviest contracting companies on the lakes, is known as one of the busiest men in the whole lake system, and the company's operations have been such that activity is the great essential next to financial ability.

Mr. Donnelly was born in Oswego, N. Y., April 22, 1847, and took his first con-

tract in that city. Since that time he has extended the operations of the firm and subsequent company all the way to the Sault. The firm name was originally Donnelly Brothers, the junior member being William P. Donnelly. After operating under that name from about 1877 they were incorporated in 1891 under the name of the Donnelly Contracting Company, with James B. Donnelly, president; E. B. Mott, vice-president; and William P. Donnelly, secretary and treasurer. Possessed of ample capital, the company has sought and obtained many of the largest State and Government contracts in the lake and canal district. They have built about 1,600 feet of the Buffalo breakwater, having one contract in 1891 and another in 1893. One of the notable pieces of work that the company has performed was the building in 1896 of half a mile of piers and approaches to the new lock at the Sault. They were given till May, 1898, to finish the work, but it was found that this length of time would incur a great risk of seriously delaying navigation by an accident to the old lock, which besides was sometimes too small for the daily transportation of traffic; so the company finished the work eight months ahead of time, obtaining therefor a bonus of \$12,000.

To give some idea of the magnitude of the company's operations it need merely be noted that in 1893 it had breakwater contracts in Buffalo, Dunkirk, Erie and Fairport, all under way at the same time. It has done government work on about every harbor on Lake Ontario; but finding that district too far to one side for a base of operation the headquarters were moved to Buffalo in 1890, since which time they have been maintained there. The company does no dredging, but sublets that work when any is to be done in connection with the general contract. They were the lowest bidders on the timber crib section of the Buffalo breakwater that was let in the fall of 1896, but the government, after some consideration, concluded to let the whole in a single contract, and therefore gave the work to the lowest bidder on the whole. The Donnelly Company has, in addition

to the ports already mentioned, done considerable breakwater work in Cleveland, thus making its operations well and favorably known all over the lakes, for the work has been carried on with such uniform promptness and excellence that the government has always placed the greatest confidence in them. When there was a question over the payment for the construction of the Buffalo breakwater extension of 1893, which, with one or two other sections, was destroyed in the great storm of October 14 of that year, Mr. Donnelly had only to go to Washington and lay the matter before the proper authorities to obtain prompt settlement.

The company in the winter of 1896-97 carried on the most extensive contracting operations on the western end of Erie canal in Buffalo ever undertaken there, especially if the time allowed is taken into account. The contract calls for the deepening of the canal two feet from the western end at Commercial slip, Buffalo, to Ferry street in that city. The improvement is part of the appropriation of \$9,000,000 for this work, and the Donnelly contract is for over \$400,000, and will probably reach \$430,000, the exact amount being fixed by contingent circumstances. Though the work could easily have been extended to a second season, as boats could find another route, the company thought it best to have the work completed early in the spring of 1897, and in order to do this it was necessary to erect a great plant; pumps with a capacity of 90,000 gallons a minute, derricks, cars and steam engines were constantly in use, and an army of men, sometimes as many as 1,500, were employed, together with 150 teams for removing the canal bottom up inclines built along its sides. Mr. James Donnelly is also extensively engaged in the coal trade, under the firm name of Donnelly, Dunham & Company.

JOSEPH HEMPTON, an ardent member of the Marine Engineers Beneficial Association and well known to the fraternity in Duluth, Minn., was born in Manitowoc, Wis., December 4, 1854. His parents, William and Margaret (Dunham) Hempton, were natives

of Toronto, Ontario, and Vermont, respectively, and as early as 1832 both came west and located in Manitowoc, where they met and were married.

Joseph Hempton received his primary education in the schools of his native place, and in the spring of 1882 began his marine career as fireman on the tug Bob Nobles, on Sturgeon bay. Toward the close of the season she was destroyed by fire, the crew reaching shore in a small boat, and they walked to Menominee, where they were treated as kindly as shipwrecked sailors usually are. The next season Mr. Hempton shipped as fireman in the tug Ben Drake, and during that winter he applied for an engineer's license, after obtaining which he ran the Drake two seasons. In 1884 he engineered the tug Nelson, and then ran a stationary engine for some time. In 1889 Mr. Hempton again took up his marine life, entering the employ of Capt. J. H. Dunham, of Chicago, as engineer of the tug A. Miller. The following spring he shipped as second engineer in the steamer Mary Mills, plying between Chicago and Menominee in the lumber trade, and his next boat was the Eugene Hart, plying on Saginaw bay, of which he was also second engineer. In the spring of 1892 he was appointed chief engineer of the Nelson, running her until October, when he laid his boat up and entered the employ of Whiteside, Torgelson & Shaw, as engineer of their flouring-mill, operating a Corliss engine. In 1894 he went to Menominee, where he was appointed chief engineer of the side-wheel steamer M. M. Chester, plying in the fruit trade. It was in 1896 that he came to Duluth, Minn., where he entered the employ of Capt. B. B. Inman as engineer of the tug Joseph Dudley, transferring the next season to the tug A. C. Adams. In the spring of 1898 Mr. Hempton was given the position of chief engineer on the tug Hattie Lloyd, operated by the Independent Ferry Company, between Duluth and West Superior. He makes his home in Duluth.

DANIEL H. WILCOX has been intimately associated with affairs on the lakes for about fifteen years. He was born November 26,

1862, at Savannah, Ga., his parents being Daniel H. and Frances (Ansley) Wilcox. The father was an extensive dealer in cotton and fertilizers, and the house he established has been conducted since his decease as a stock company under the name of the Wilcox & Gibbs Guano Co., operations being carried on in Savannah, Ga., and Charleston, South Carolina.

In 1865 the family came north, settling in New Haven, Conn., and the son was sent to Yale College, coming out in the class of 1882. He then spent nearly two years in Texas, on a cattle ranch, and entered fully into the peculiar style of border American life. Before the end of 1883 he went to Buffalo and took a position with the Anchor line, and since that time he has continued to engage in some active branch of marine business. He was soon transferred to the office of the Lake Superior Transit Company, which was in the Anchor line building, and of which the Anchor line formed a part, and in 1887 was sent to St. Paul as the northwestern agent of the transit company. In 1890 he was made general freight agent of the Lake Superior Transit Company, and in 1893, on the dissolution of that company, he was made general freight and passenger agent of the Western Transit Company, which position he retained three years. During this time he gained a knowledge of the freight business, not only on the lakes but on the rail lines, that showed his mind to be especially fitted for that branch of business. In 1896 he went into business on his own account, and established himself as a marine average adjuster, soon obtaining a large number of losses of very intricate character and great importance to settle. In this line he is at present engaged.

On June 3, 1892, Mr. Wilcox married Miss B. L. Hurd, daughter of H. D. Hurd, of Buffalo.

ANDREW J. GREEN, who was mate of the steamer John B. Lyon during the season of 1896, was born near Chautauqua Lake, in New York, in 1860. His parents were Daniel S. and Caroline (Degg) Green, the former being a grape grower who set-

tled with his family near Cleveland shortly after the birth of our subject.

Andrew J. Green commenced sailing in 1874, making one trip on the old schooner Niagara, thence to the old scow Lamar, spending a year on that craft; later on was on the following boats for one season each: The scow I. L. Quinby, the schooner N. C. West, and the schooner Smith Moore. After taking out the Moore on her maiden trip, he transferred to the schooner D. P. Rhodes for one season, then to the schooner Thomas Gawn three seasons, after which he became second mate of the steamer James Pickands, and held that position three seasons. He was one season on the steamer Servia, then commanded the passenger steamer Austria, running between Cleveland and Put-in-Bay, part of one season, the latter part of which he was mate of the steamer Uganda. Since then he has been mate of the steamer George W. Morley one season; of the steamer Columbia two seasons, and of the steamer John B. Lyon one season, that of 1896. Mr. Green is not the only member of his family on the lakes, his brother George having been a mate of sailing vessels.

In 1889 Mr. Green was married to Miss Minnie Tizeau, of Cleveland. They have three children: Grace Gertrude, Raymond and Chester Arthur.

CAPTAIN JOHN ANDERSON, now a prominent real-estate dealer of Chicago, and one of the aldermen of the Fifteenth ward, an important office which came to him unsolicited, is also one of the successful lake masters. Most of his active and eventful years were spent upon the lakes, and upon the high seas before he came to America. Upon the ocean he experienced more than the ordinary danger and privation which come to the mariner, but the buffetings of adverse fortune did not change Captain Anderson one point from the course which he had undertaken, and therein perhaps is revealed one of the characteristics which have won for him a richly deserved success.

He was born in Norway in 1837, and after receiving a common-school education, such as the schools of his native land then

offered, he at the early age of fourteen years began an adventurous life upon the sea by going aboard the schooner *Habie*, a fruit trader. A little later he shipped aboard the barkship *Caloretus* on a voyage to Central America, lasting twenty-two months. His next vessel was the barkship *Oricall*. While aboard this ship she was wrecked in the middle of the North Sea on a voyage from London to Norway, the catastrophe occurring December 19, 1856. The lad was picked up by the barkship *Gangeralf* and taken to Norway, arriving home on Christmas day. Soon after he entered the government school of navigation at Porsgrund, where he pursued his studies until the following spring. He then shipped aboard the barkship *Augusta* to the East Indies, on a voyage that lasted twenty-two months, serving as petty officer. On her return voyage the *Augusta* was wrecked on the east coast of Africa. She was loaded with coal oil, which expanded and burst the casks. Heavy storms blew away the canvas and the ship took water. They put into Angora bay, but a storm drove the boat to sea again. The crew by this time was terribly overworked, having been at the pumps for six weeks continuously. In their exhausted condition they demanded of the captain that he change the course. After consultation it was decided to bear toward Madagascar, six hundred miles distant. The understanding was that every man should remain at his post, pumping constantly to keep afloat, until a favorable opportunity should present itself to abandon the ship. They made for the passage usually taken by vessels from Bombay, and one morning fell in with two vessels, one a Bremen bark, on which the crew were taken, the *Augusta* being abandoned. The crew was landed on the Island of St. Helena three weeks later. A part of the crew and the officers secured passage on a vessel leaving, but Mr. Anderson was left on the island with sixteen of the crew, over whom he had been placed in command with instructions to get away as best he could. While there he visited the tomb of Napoleon. Finally he and the remnant of the crew were taken off by the ship *Calkedoyle* and conveyed to London,

arriving in October. Thence young Anderson returned to Norway on the ship *Oscar*, and upon arriving home resumed the study of navigation at the government school. He completed the prescribed course of study, and received his diploma the following year. The institution was known as the Freidericksweren Government Navigation School.

In 1857, while yet a boy of twenty, young Anderson started for America. He was one of 248 emigrants, comprising a colony under the leadership of a Mr. Tillis, sailing on the ship *Schufna*, destination Quebec. *En route* from Quebec to Chicago, Mr. Tillis, the interpreter, became ill, and the care of the emigrants devolved upon Mr. Anderson, who was both interpreter and business agent. The colony came by rail to Chicago, arriving June 9, 1857, and from this city Mr. Anderson sent the emigrants to their respective destinations.

That business despatched, he began his career on the Great Lakes by shipping before the mast on the schooner *Monsoon*, Captain McGraw, engaged in the lumber trade. Later in the season he left the *Monsoon* and shipped as wheelsman aboard the steambarge *C. C. Maris*, thus completing the season of 1857. In 1861 he reached the position of master by being appointed to the command of the schooner *Hercules*. In 1862 the *Hercules* was sold, and Captain Anderson remained as mate, but the same year he was made master of the schooner *A. Frederick*. Its owner a year later sold the *Frederick* and bought the *Alba*, Captain Anderson becoming a part owner in the vessel. He fitted her out at Gibraltar, Mich., and commanded her for four years. Selling his interest, he then with others bought the brig *Montezuma*, and as part owner commanded her four years. Then disposing of that property Captain Anderson purchased the tug *Magnolia* in the spring of 1870, and began tugging on the river. Later that season the Towing Association was formed, and Captain Anderson became assistant superintendent. In the fall of 1870 he bought a half-interest in the schooner *Anna O. Hanson*, which he commanded for nine years. He then traded

his interest for the G. & A. Stranach, which he commanded two years. He was caught in what is known as the Alpena storm, and for shelter ran his boat to the Manitou island, where with several others she was beached and badly used up. Selling his interest in this vessel, he bought the steam-barge Daisy Day, and in this vessel Captain Anderson closed his active lake career; for four years he commanded her, and then sold out and quit the lakes.

In 1885, he entered the lumber-commission business in partnership with Jacob Johnson in Chicago. In 1886 he was appointed harbor-master for Chicago harbor, which position he held for two years. In 1888 he entered the service of Peabody, Houghteling & Co., loan bankers, as an appraiser of property on which loans were to be made, remaining with them two and one-half years. In 1890 Captain Anderson entered the real-estate and loan business at No. 120 North Center avenue, under the firm name of John Anderson & Co. He has in connection therewith erected a number of good, substantial buildings in that city, which he has subsequently sold. Without seeking the nomination, he was made the candidate on the Republican ticket for alderman of the Fifteenth ward, and was elected. Captain Anderson is a member of Our Savior's Lutheran Church, and for years has served as trustee of the Church. He is a member of the Tabitha Hospital Association, of which he has been president and secretary, and of which he is now for the ninth year serving as director.

On November 1, 1857, Captain Anderson was married to Miss Maria Olson, and to them have been born eight children, all of whom are living, as follows: Albert E.; Jennie M.; Martin J. (now in Klondike); Emma M., of Brooklyn, N. Y.; Henry C.; George W., of the battleship Oregon; Arthur L.; and Lester C. Captain Anderson is widely known as one of the successful lake masters. He is quiet and unassuming in manner, deliberate in judgment, and thorough in whatever he undertakes. He has acquired a competence by his own unaided efforts, and is not only prominent in marine circles but is, as well, one of the

prominent and well respected citizens of Chicago.

CHARLES S. WELCH is a well-known engineer of Chicago, who spent several years on the lakes, and is now chief engineer of the Occidental building. He was born in Buffalo, N. Y., in 1858, a son of Sylvester and Eliza (Hess) Welch. The father, a native of Vermont, was a tug owner in Buffalo, and for a number of years ran a line of tugs at that place, where he still makes his home, having retired from active business. The mother died in that city.

Charles S. Welch grew to manhood in Buffalo, and there obtained his education. When quite young he began sailing on tugs, and was a licensed engineer at the age of twenty-one. In 1876 he secured a position on a tug at Buffalo, and until 1879 served in different capacities on such boats. Receiving his first license in the latter year, he was appointed second engineer of the steamer Leland, running from Traverse Bay to Chicago and Escanaba, in the iron ore trade, and was on her two years. In 1881 he accepted the position of engineer on the Monohansett, an ore barge, owned in Milwaukee, and was with her for one season. He was then chief engineer of the Emma Thompson, engaged in the lumber trade from Chicago, and was engineer for other lines until 1882, when he became interested in the wrecking business as engineer on a tug. After being employed thus for some time he was appointed second engineer in the fire department, a position he held for one year, when he was transferred to the fire boat as engineer, remaining on her until June, 1890. He was then appointed engineer of the H. J. Jewett, of the Union line, for the season of 1890, and until August of the following season was the engineer on the barge Massachusetts, of the Inter Ocean line. His next position was as chief engineer of the Armour elevator on Goose island, and for four years he remained in the employ of the Armour Company. Returning to the lakes, he was for a part of a season engineer of the steamer Massachusetts, running from Chicago to Escanaba, then joined the J. W. Moore, of

the Lackawanna Railroad line; and closed the season on the Fred Kelley, engaged in the grain trade. As chief engineer he was then employed at the Electric Alley Plant; subsequently was chief engineer of the National Lead Works; and was next appointed to his present position as chief engineer of the Occidental and Ottawa buildings on Madison street, Chicago. He has made his home in that city since 1883, and is widely and favorably known, both on land and water, being held in high regard by all with whom he comes in contact, either in business or social life. He has nineteen issues of license.

Socially, he is an honored member of the M. E. B. A., No. 4, of which he was president in 1893, and also belongs to the National Stationary Engineers Association, No. 28, of Chicago.

Mr. Welch was married in that city, in 1884, to Miss Hattie Lane, and to them have been born two daughters: Ethel and Clara.

CAPTAIN C. R. THAYER, the captain of the tug Arctic, of the Goodrich line, is one of the younger captains on Lake Michigan, and has worked his way up to his present position by faithfulness and attention to duty in less responsible service. He is a native of Wisconsin, born September 7, 1867, in Ahnapee, now Algoma, and is a son of C. R. Thayer, who was a captain on the lakes for many years. The latter was born in Monroe, St. Lawrence Co., N. Y., where his father, Enoch P. Thayer, followed farming, and came west when a young man. He became a sailor in early life, and had held the position of captain for some years, when, in April, 1861, he enlisted on the first call for three-months' men. Later he volunteered for three years' service with the 33d Wis. Vol. Inf., serving as captain of Company H, of that regiment, and was with Grant in the Western Army until the close of the war, being mustered out with the rank of major. Captain Thayer was a well-known man in his day, and during the period of the Civil war showed his patriotism in many ways. He was a strong character, energetic and self-reliant, and was highly

esteemed by all who knew him. For six years he filled the office of fishwarden in the State of Wisconsin. He passed the last six years of his life in Allen county, Kansas.

Up to the age of twelve years C. R. Thayer, Jr., lived in Claybanks, Wis., receiving the advantages of the common schools and later attending school in Egg Harbor, Wis.; but he has for the most part been self-educated, picking up a great deal of general information of practical value by observation and reading. When fourteen years of age he commenced fishing in Green Bay, and between the ages of sixteen and eighteen he went before the mast on sailing vessels, serving on the Westchester, the Peoria and the Belle Laurie. His first experience on a tug was as fireman of the Piper, on which he made two trips one season, on Sturgeon bay. For one season he was with the Jessie Spaulding, as linesman, and from her he went into the tug George Pankratz, of Manitowoc, on which he remained three seasons, first as wheelsman and later as mate. For the three succeeding seasons he was deckhand on the George Cooper, at Ashland, Wis., after which he was made captain and for two seasons sailed the tug Pacific, of Ashland, as such. In 1891 he worked ashore, being employed in a boiler shop until August, when he went on a tug, as fireman, and in the spring of 1896 he was appointed to his present position, that of captain of the tug Arctic, of the Goodrich line, in whose employ he has since remained. Captain Thayer is an enterprising young man in every way, and he has advanced steadily in his calling by "push" and competent service in any capacity in which he has been employed. In social connection he is a member of the Knights of the Maccabees.

In February, 1891, the Captain was married to Miss Emma C. Barritz, of Manitowoc, Wis., and they have one daughter, Goldie Ethel.

CAPTAIN H. L. MILLS is a comparatively young navigator who has succeeded in demonstrating that he is qualified to handle successfully one of the largest and most valua-

ble steel steamers on the lakes. He was born October 22, 1860, at Smithville, five miles from Sacket's Harbor, N. Y., and is the son of Luther and Annie M. (Potter) Mills. The father died when our subject was but a year old, the mother joining him in the better world in 1880, having continued with the assistance of our subject to manage the old homestead farm near Smithville. Hattie A., a twin sister of the Captain, and the only other child, followed her mother four years later to the realm beyond the clouds. In the meantime Captain Mills acquired a liberal education in the public schools at Smithville, and had adopted for his course in life the career of a mariner.

Sacket's Harbor is the scene of much of the earliest history of the lakes, and from that port came a large number of the most notable mariners whose lives were associated with the history contained in these volumes, and it was out of that port that young Mills chose to ship in the United States steamer *Surveyor* with Captain Powell. This boat was engaged in a survey of the lakes, and he remained with her one season. He then went to New York and joined the full-rigged ship *Thomas M. Reed*, on a voyage around the Horn to San Francisco. The ship left New York on January 7, and made a long passage of 147 days, reaching San Francisco on June 3. It seemed that the ship was a veritable Flying Dutchman No. 2, as she lay six weeks in the latitude of the Horn without being able to make any progress on her course. After reaching San Francisco, the Captain left his ship and joined the steamer *Vera Cruz*, plying in the coasting trade between San Francisco and San Pedro, and later shipping in the steamer *Orizaba*, Goodale & Perkins being the agents. [Mr. Perkins was some years later elected governor of California.] While on the Pacific coast Captain Mills also shipped on a schooner in the lumber trade between ports on the Columbia river and Portland, Oregon, and in the bark *Topgallant* in the same trade. Getting word of his mother's last illness he took passage by way of the Isthmus of Panama for home, where he arrived in time to receive the blessings of his dying mother.

In the spring of 1881 Captain Mills shipped as seaman in the lighthouse tender *Haze* with Capt. James McKenzie, was soon promoted to the office of quartermaster, and remained in her two years. He then joined as wheelsman the Union line steamer *Avon*, with Captain Phelps. In the spring of 1884 he was appointed second mate in the notable steamer *Dean Richmond*, with Capt. Frank Provost, holding that office two seasons, transferring to the steamer *Portage*, of the same line, as mate in 1886. The following spring he became mate of the steamer *Cuba* with Captain Young, but closed the season on the *Kasota* as mate with Capt. A. E. White. In 1888 he entered the employ of Capt. James Corrigan as master of the large schooner *C. W. Adams*, transferring as master to the steamer *Raleigh*; before the close of the season was promoted to be master of the steamer *Caledonia*, and in 1890 he got the steamer *Bulgaria* to sail. In the spring of 1891 Captain Mills was appointed master of the steamer *John Harper*, owned by the American Transportation Company, and sailed her successfully for six years. It was in 1897 that Captain Mills became master of the steel steamer *Crescent City*, which has a carrying capacity of over 5,500 gross tons.

Socially, the Captain is a Master Mason of Sacket's Harbor Lodge No. 134; Royal Arch Mason of Chapter 69, and a Knight Templar of Watertown Commandery No. 11.

On January 15, 1890, Capt. H. L. Mills was wedded to Miss Carrie M., daughter of O. M. and Angeline Stanley, of Smithville, N. Y. The family homestead is situated at No. 2 Pleasant street, Watertown, New York.

CAPTAIN WILLIAM S. MACK (deceased) was born in Kingston, Ont., in 1846, and at an early age commenced his seafaring life. On attaining his majority he was given charge of the Oswego schooner *Norwegian*, owned by M. M. Wheeler, of that port, in whose employ he remained for a period of thirteen years, sailing the schooner *T. S. Mott* in 1870 and 1871; the *Madeira* from 1872 until 1877, and the *Helvetia* from 1878

until 1880. He then entered the steamboat service, commanding the *Fred Kelly* in 1881, and the *Republic* from 1882 until 1885. The following season he was on the *Raleigh*, and after superintending the building of the steamer *Aurora*, he sailed her for one season, after which he invested in the steamer *Ballentine* and took command. The succeeding year he purchased the *C. J. Kershaw*, which he sailed for four seasons, and then became owner of the *V. H. Ketcham*, which he commanded for one season, thus rounding out a service of twenty-eight years as master of either sailing vessels or steamers. In 1890 Captain Mack organized the *Lakewood Transportation Company*, and six years later the *Lake Erie Transportation* and the *Lakeland Transportation Companies*, remaining on shore to manage their fleets until his death, which occurred September 14, 1896.

In 1872 Captain Mack married Miss Margaret A. Ryder, of Oswego, N. Y., by whom he had two children—William H., born in 1873, and Anna B., born in 1876, who is now finishing her musical education. Since the father's death the son has practically been the head of the *Lakewood Transportation Company*, owning the steamer *V. H. Ketcham* and the schooner *Wadena*; the *Lake Erie Transportation Company*, owning the steamer *Pascal P. Pratt*, and the schooner *Annie M. Ash*; the *Lakeland Transportation Company*, owning the steamer *George W. Roby* and the barge *William D. Becker*; his main office is in the *Perry-Payne* building, in Cleveland. He is a young man of more than ordinary business ability.

THE *LAKEWOOD TRANSPORTATION COMPANY* was organized in Lakewood, Cuyahoga Co., Ohio, March 21, 1891, their fleet consisting of the steamer *C. J. Kershaw* and the schooners *Moonlight* and *Ironton*, and the officers were as follows: President and general manager, William S. Mack (now deceased); vice-president, William H. Becker; secretary and treasurer, William H. Mack. On March 20, 1896, the company removed from Lakewood, Ohio, to Mentor, same State, and its first fleet having passed out

of existence purchased the steamer *V. H. Ketcham* and schooner *Wadona*, and elected the same officers to transact its business.

THE *LAKE ERIE TRANSPORTATION COMPANY* was organized at Mentor, Ohio, March 20, 1896, and have for their fleet the steamer *Pascal P. Pratt* and the schooner *Annie M. Ash*. Its officers were as follows: William S. Mack (now deceased), president; C. C. Hale, vice-president; William H. Mack, secretary and treasurer.

THE *LAKELAND TRANSPORTATION COMPANY* was organized at Mentor, Ohio, March 20, 1896. They own the steamer *George W. Roby* and the Company officers were as follows: William S. Mack (now deceased), president; William H. Becker, vice-president; William H. Mack, secretary and treasurer.

THE *BECKER BARGE COMPANY* was organized at Mentor, Ohio, March 20, 1896, and they own the barge *Wm. D. Becker*. The company was officered as follows: William S. Mack (now deceased), president; William H. Becker, vice-president; William H. Mack, secretary and treasurer.

EDWIN E. ROSS is a young man, but he has all the requirements of a thoroughly capable marine engineer, and though he has been in the service but a few years he has during that time developed qualities that eminently fit him for his chosen occupation. He is a son of James and Susan A. (Rush-ton) Ross, who reside at No. 150 Congress street, Buffalo. The former is a machinist in the employ of Josiah Ross, who has conducted a machine shop in Buffalo for twenty-seven years, and was originally with Frank & Co., on the Terrace.

Mr. Ross was born in 1869 in Haldimand county, Ont., and attended school both at his birthplace and at Welland. In 1885 he removed to Buffalo and entered the employ of Josiah Ross, his uncle, with whom he worked for about five years, learning his trade. He first began to sail the lakes in 1890 as oiler on the *Russia*, of the Lackawanna line, on which he remained

three seasons, in 1893 obtaining the berth of second engineer of the steamer *Grand Traverse*. After a couple of seasons in that service he went as second engineer of the steambarge *Kitty Forbes*, owned by McLachlan, of Port Huron, for part of the season of 1895, and during the remainder of 1895 and all of 1896 he was second engineer of the steamer *Wyoming*. In social affiliation Mr. Ross is a member of the Marine Engineers Beneficial Association No. 1, of Buffalo, of the F. & A. M., and of the I. O. O. F. He is a single man and resides with his parents.

CAPTAIN WILLIAM S. DOLLOFF is one of the old-time canalboat men. He was born at Utica, N. Y., in 1835, son of Stephen and Almira J. (Rude) Dolloff, the former of whom was a native of Frankfort Hill, in the Mohawk Valley, N. Y., the latter of Washington county, same State. Stephen Dolloff was a butcher by occupation. He died in 1841, and his widow married William Burke, well known to the early citizens of Buffalo as the general passenger agent of the old side-wheel steamers.

Captain Dolloff was educated at a town called Vienna, in the locality of his birthplace, and in 1846 he began to drive on the Erie canal, being engaged at that occupation seven consecutive years for John Traver, of Rochester, N. Y., the oldest canalboat owner in the business. At various times he worked in the same employ in other capacities, the whole period embracing twenty-one years.

In 1875 Captain Dolloff purchased the old canalboat *Riverside* and another of a similar build, and made them over into excursion boats which plied to resorts on the Niagara river with pleasure parties, carrying on that business for about two seasons, during the time when the old central wharf was the center of the forwarding business for Buffalo harbor. He was the first man to construct the device now commonly used for steering three canalboats joined together without the use of a rudder blade. The Captain has not been interested in the canal traffic since 1886, when he embarked in the hotel business at Chicago. He continued

same for a period of five years, after which he returned to Buffalo and established a butcher shop at No. 143 Erie street, where he has since remained. He is a member of the Buffalo branch of the Canalboat Owners Association.

Captain Dolloff was married, June 2, 1855, at New London, Oneida Co., N. Y., to Miss Alvira J. Matkins, by whom he has four children: Ida, wife of Oscar Cook, a resident of Lewis county, N. Y.; William, a master and owner of canalboats residing at State Bridge, Oneida Co., N. Y.; Lottie, wife of Charles Selover, a Tonawanda boatman; and Addie, wife of Abel Sickler, a confectioner at No. 594 Broadway, Buffalo, New York.

M. S. LAUCKS was born in Rondout, N. Y., February 22, 1866, son of Samuel and Samantha (Pettengill) Laucks. He comes of a patriotic family, for his father's brothers, David and Chester, and his mother's brothers, Manford and Alanson, were veterans of the Civil war, and took honorable part in all the engagements in which their regiments participated.

Mr. Laucks attended the public schools of his native town until he reached the age of eighteen years, when he went to Watertown, N. Y., and entered the employ of the Watertown Engine Works to learn the machinist's trade. After remaining there three and a half years, during which time he became a competent and skillful mechanic, he purchased a threshing or traction engine, and ran it through the farming regions contiguous for two seasons. In the spring of 1891 he entered the employ of the Byron Cupola Works, in Detroit, as foreman, holding this position for about a year, after which he went to Chicago and worked in the shop of Baker, Smith & Co., as a steamfitter. In the spring of 1893 he took out his first papers as marine engineer, and was appointed to the tug *Clara Belle*, operating out of the port of Chicago. The next season he went to Grand Haven, and took the tug *Elk*, a large boat having compound engines. Before the close of the season the *Elk* was sold, and he took her to Buffalo and delivered her to the purchasers, remaining

with her until the close of the season of 1895. Mr. Laucks then opened a marine engineers' supply and steamfitting shop in Buffalo, which he carried on a number of months, selling out at an advance of \$2,000, and returning to Watertown, N. Y., for the winter. In the spring of 1897 he went to Detroit and engaged with Mr. Hackett to run a tug, giving entire satisfaction. During his service on the lakes Mr. Laucks has proved himself to be a sober, industrious and thoroughly qualified engineer. He is a member of the Marine Engineers Beneficial Association, and of the Knights of the Macabees.

In 1895 Mr. Laucks wedded Miss Lizzie Warner, daughter of the Rev. Dr. Warner, a Baptist minister, and one son, Edward Stanley, has been born to this union. The family residence is at No. 41 Lyman street, Detroit, Michigan.

CAPTAIN WILLIAM FIRBY, commander of the *Landsdowne*, is a shipmaster well known in Detroit and vicinity, having been employed upon boats in that region for many years, during which time he has come in contact with a large number of lakefaring men, among whom he has many warm friends.

Captain Firby was born October 11, 1846, at Windsor, Ont., and at that place and neighboring towns he has made his residence the greater part of his life. He attended the Detroit schools until his fourteenth year, when he began the life of a sailor, in 1860 shipping on the *Gem* as wheelsman, in which position he remained part of a season. The following year he went on the *Mohawk Chief* in the same capacity, and he also served as wheelsman upon the *L. L. Lyon* for two seasons, after which he took command of the propeller *Belle Stockton*, owned by himself and father. He sailed this boat until August, 1865, when she was burned at Bear Creek, and then went on the steamer *Canada*, continuing with her until she went ashore in the fall. In the spring he came out in the *Windsor*, which was burned in April, the Captain thus suffering shipwreck and fire three times within nine months. He then

began tugging on the Detroit river, engaging in that business until 1870, when he was given command of the steambarge *Minnie*, for the Peninsular Iron Company. In 1871 he acted as mate on the ferry *Hope*, and then held the same berth on the *Victoria* for three years, spending the season of 1875 on the *D. R. Van Allen*, and the two following seasons on the *George L. Dunlap* and *Dove*, running between Bay City and Alpena in the Mail line. He spent one season as mate upon the *St. Paul*, running between Cleveland and Mackinaw, and afterward went on the *Saginaw Valley* as mate for one year, in 1881 becoming mate on the *Sanilac* with Capt. Angus E. Keith. His next employment was with the Detroit, Belle Isle & Windsor Ferry Co., and he served several years on the *Sappho* and *Excelsior*, and three years on the *Ariel*, running between Detroit and Walkerville. In the spring of 1890 the Captain went on the *Great Western*, of the Grand Trunk line, on which he remained in command until May 1, 1892, when he accepted the position of master on the *Landsdowne*, which he still retains.

On January 20, 1870, Captain Firby was married to Miss Mary Church, of Philadelphia, who is a daughter of Capt. Henry Church, formerly a salt-water sailor. They have four children: Henry William, who is in the grocery business in Detroit; Lydia F., who is married to W. G. Trafton and resides in San Jose, Cal.; and Elizabeth and Thomas, who still reside at home. Captain Firby belongs to the Select Knights of Canada, holding membership with Beaver Lodge at Windsor.

CAPTAIN EDWARD W. SUTTON is a son of Peter and Margaret (Singer) Sutton. The former, now deceased, was a member of the old firm of Sutton Brothers, composed of himself and Francis Sutton, each owning a half-interest in a machine shop originally located on Lock street, Buffalo, but in 1858 removed to its present location on Le Couteulx street. The shop was established in 1856, and since that time has turned out machinery for use on the lakes, being known widely

among lakefaring men. Francis Sutton is now sole owner.

Captain Sutton was born in 1861 at Buffalo, and attended St. Joseph's College. He learned his trade with Sutton Brothers, and afterward worked in the shops of the Buffalo Steam Engine Works, David Bell and Kerrand Duffy. Since abandoning shop work he has built and owned the steamyachts Lewis Miller and E. C. Shafer, Echo and Nettie Baker, and for other people he has built over five hundred steamyachts, tugs and excursion boats. In July, 1882, Captain Sutton shipped as oiler on the steamer Algonac, owned by the Canadian Pacific railroad, and plying between Owen Sound and Port Arthur; he left her in November, at the end of the trip, just before she became disabled and went to pieces on the rocks in Thunder bay. The Captain has eleven issues of license papers for harbor tugs and steamyachts. For the three seasons ending with 1896 he was master of the steamyacht Hettie Baker, in which he has a half-interest with David Sutton,

Captain Sutton was married in 1887 to Miss Melissa Johnson, by whom he has two children, Ella and Edward. They reside at No. 53 Bird avenue, Buffalo.

CAPTAIN J. F. HODELL is perhaps one of the most widely acquainted men about the lakes, having come into contact with many marine men during the fifteen years he was superintendent of the fueling docks of O. S. Richardson. Although occupying a different position, he is still in the employ of that gentleman. Captain Hodell is a genial companion, bears an enviable reputation, and would embarrass himself to do a favor for the unfortunate. He was born in Cleveland, Ohio, May 1, 1857, a son of John and Barbara (Stocker) Hodell, natives of Strausburg, Alsace, France, now Germany, who came to the United States in 1851 and located in Cleveland, Ohio, where they still live, their home being at No. 365 Case avenue. The father was a cabinet-maker and followed that trade. During the Civil war he became a Union soldier, enlisting in Company B, 107th O. V. I.,

Captain Young, late judge of the police court in Cleveland, being in command of the company. He served with honor, participating in the battles of Vicksburg and Chattanooga, was at the siege of Knoxville, and was later transferred to the Eastern army with his regiment, taking part in the battle of Gettysburg and other engagements until the close of the war in 1865, when he received an honorable discharge.

J. F. Hodell received excellent instructions in the Case school, and after serving as printer's "devil" in the Cleveland *Plain Dealer* office a short time, went to Chicago. In 1878 he entered the employ of O. S. Richardson, of that city, as foreman of his Market street coal dock, after four years becoming superintendent of all of the fueling docks owned by Mr. Richardson, and continuing in that position for fifteen years. In the spring of 1897 he took out pilot's papers and was appointed master of the tug A. B. Ward, engaged in the fueling business on the Chicago river by means of lighters.

On December 25, 1883, Captain Hodell married Miss Carrie L. Cady, daughter of John and Amanda Cady, of Vermilion, Ohio, and three children have been born to this union—Norma, Frances, Henry and Percy: both sons died in Chicago while young, of scarlet fever. The family reside at No. 1525 Wrightwood avenue, Chicago. Fraternally, the Captain is a Knight Templar Mason of St. Bernard Commandery, and a Noble of the Mystic Shrine. He is also a member of the American Association of Masters and Pilots of Steam Vessels.

JOHN McMURRAY was born in Grand Isle, Erie Co., N. Y., in 1858. After attending the common schools the allotted number of years he commenced marine engineering on the tug Eagle, of the Buffalo & Grand Island Ferry Co., out of Buffalo harbor, remaining on her until the fall of 1879. In the spring of 1880 he took the tug International, and held this berth on her for ten years. The International is a powerful tug, owned by the railroad company, and is stationed above the international bridge spanning the Niagara river, at Black Rock, to assist vessels up

and down the river at that point. In 1891 Mr. McMurray remained ashore and ran a stationary engine for the Kahle Manufacturing Company in Buffalo, remaining with that firm two months. In the spring of 1895 he entered the employ of the International Ferry Company as engineer of the steamer Niagara. He has nineteen issues of marine engineer's license, and one of pilot's license.

In 1887 Mr. McMurray wedded Miss Anna Morrow, of Buffalo, and they have one daughter, Grace M. The family residence is at No. 1146 Niagara street, Buffalo.

WILLARD A. MONDY is a young marine engineer who has spent much time in qualifying himself for his vocation and has acquired an unusual degree of proficiency in same. He was born in West Unity, Williams Co., Ohio, in August, 1869, and in his youth took advantage of all the opportunities for education that were allowed him. He attended the public schools until he was fourteen years of age, and then attended the Ridgeville College seven months, finishing his literary education at the Valparaiso school, where he was a student for nine months. Immediately thereafter he went to work to learn the theory of mechanism, and met with good success. Considering himself qualified to take his place in an engine room, he shipped on the steamer Merrimac as oiler; but not liking the confinement in that position, he went as a boy on the schooner Charlevoix, following this by a season on the bark John T. Mott, the Wright and the Little Jake. In the spring of 1890 he shipped on the Washburn, and in 1891 on the Glad Tidings, finishing on the St. Louis; in 1892 he shipped on the James P. Donaldson; 1893 on the St. Louis; 1894 on the Atlantic, closing on the Dean Richmond, on which he spent the whole season of 1895; and in 1896 he went on the steamer North West, finishing the season on the E. P. Wilbur. Mr. Mondy is a young man of a mechanical turn of mind, and what in the old days would be called a "tinker." There is no piece of mechanism, however complicated, that he can not set to rights. He is one of those young men who believe that

a good education will qualify a man for any position in life, and he has taken measures to thus qualify himself. Socially he is a member of the Marine Engineers Beneficial Association.

JONATHAN LOWRY is the son of Henry and Elizabeth (Wyate) Lowry, natives of England, who came to America about twenty-two years ago, and reside in Windsor, Ontario, at the present time.

Mr. Lowry was born December 29, 1856, at Modbury, England, and there lived ten years, when he commenced sailing, and since that time he has spent the greater part of his life on the water. He went first as boy on the coaster Trangers, from Salcombe, England, remaining on her about eighteen months, after which he acted as seaman several months on the Pembroke-shire of the West Indies line. He then entered the English navy and shipped on the Impregnable, from which he was transferred to the Swiftsure, stationed on the Mediterranean Sea. At the close of his naval service he came to New York and shipped with Captain Cummings as second mate on the Young America, running between New York, Liverpool and San Francisco, and after leaving this boat in London he shipped as seaman on the New Zealand trader Jessie Redmond, from which he went on the Corsica, running from London to the East Indies. During these years of adventure Mr. Lowry visited China, India, Africa, Australia and New Zealand, and many of the principal ports of other foreign countries, having seen a large number of the points of interest on the globe. In 1883 he came to Canada and settled in Windsor, Ontario, soon afterward accepting a position on the carferry Landsdowne, where he has since remained.

Mr. Lowry was married October 15, 1885, to Miss Emma Evans, of Goderich, Ontario, and they have had five children: Philip, Henry and Harry, who are attending school; Mary Louisa and George Evans, who are deceased; and Blanche Irene. Fraternally, Mr. Lowry is a member of the A. O. U. W. and the I. O. O. F., of Windsor.

CAPTAIN HARRY G. HARBOTTLE, a young and ambitious officer who has seen service on both lake and ocean, comes of a line of navigators, his father, Capt. Thomas Harbottle, having spent a number of years as a seaman, first sailing out of the port of Bristol, England.

Thomas Harbottle was a native of England, born at Newcastle-upon-Tyne, and came to the United States when still a youth, first locating at Buffalo, N. Y. He soon obtained command of a lake vessel, and during the season of 1841 sailed the John Jacob Astor. Ten years later he went to Toronto and as master of the schooner American engaged in carrying supplies from Montreal to Hamilton, Ont., during the construction of the Great Western railroad. In the spring of 1853 he was appointed master of the Rochester, and while invested with this command he and his crew gallantly rescued the passengers and crew of the burning steamer Queen of the West on July 9, 1853. For this act of heroism Captain Harbottle was presented with a handsome gold watch, which his son Harry has inherited. From 1854 to 1869 he sailed the steamer Passport, plying between Montreal and Hamilton. He then went into the coal business, purchasing the schooner Rapid, and a tug, which he used to transport coal to steamers for fuel. In 1876 he resumed his lakefaring life as master of the Canadian steamer Chicora, in which he sailed until 1882, and in which he owned an interest. Upon the passage of the Masters and Mates Act he was invested by the Canadian Government with the inspectorship of hulls for the Toronto district, holding that position to the time of his death, which occurred in 1897, when he was seventy-three years old. Capt. Thomas Harbottle was the father of sixteen children, and six of his sons acted as pallbearers at his funeral. His widow, Euphenia (Clark) Harbottle, still survives, occupying the old homestead in Toronto, Ont. The sons in the family besides Harry G. were Capt. Thomas E., whose last boat was the Havana, on board which he died suddenly of heart failure at Houghton, Mich.; James, who was master of the Canadian steamer

Chicora, and died April 4, 1897; Neville, who is master of a passenger steamer on Rainy Lake, Ont., near Rat Portage; George, who sailed some years, becoming mate of the steamer Chicora, but later studied medicine and is now engaged in conducting a drugstore at Toronto, Ont.; Colin, who is a railroad passenger agent at Niagara Falls, Canada, and a well-known champion bicycle rider; and Frank, who is studying law in Toronto.

Capt. Harry G. Harbottle was born October 8, 1872, in Hamilton, Ont., and received his primary training in the public schools of that city, later removing with his parents to Toronto, where he attended the Upper Canada College, receiving a liberal education. In the spring of 1885 he shipped as boy in the schooner Marquis, closing the season in the schooner Storm. The next season he was lookout on the Canadian-Pacific passenger steamer Alberta until she was laid up, after which he went before the mast in the schooner Fellowcraft. In 1887 he again joined the Alberta, as wheelsman, following with a season in the steamer Sovereign. During the passenger season of the Alberta in 1889 he sailed in her as wheelsman, transferring to the steamer Africa in the same capacity. The next season he was at the wheel in the steamer Cambria until August, when he changed to the steamer Siberia. His next berth was wheelsman in the steamer Gogebic, on which he remained until August, 1892, when he joined the J. C. Gilchrist, receiving pilot's papers in the meantime. That winter he went to Boston and shipped in the steamer Ethelwold, bound for Port Antonio, Jamaica, and later joined the Columbian, of the Leland line, for Liverpool. In the spring of 1893 he came out as mate in the steamer Gogebic, closing that season on the lakes in the Grace Dormer and the Canadian boat Hiawatha as master. In the winter he went to Boston and shipped in the steamer Ethelwold, making two voyages to Port Antonio, Jamaica. In the spring of 1894 he again sailed as mate in the steamer Gogebic, under command of Capt. William Weil, and opened the following season in the steamer Arthur Orr, with Capt. C. Z. Montague, as second

mate, serving as such until June, when he was appointed first officer of the steam monitor Christopher Columbus, the position he retains at the present writing.

In the fall of 1896 Captain Harbottle went to New Orleans and shipped in the steamer Algiers, of the Morgan line, to Havana, later becoming quartermaster of the steamer Stillwater, in which he made two voyages, visiting Porto Rico, Buenos Ayres and Central American ports. He subsequently joined the steamer Foxhall as seaman, plying to Central American ports, and his next berth was in the British steamer European, as boatswain's mate. On arriving at Liverpool he left her and shipped as boatswain in the steamer Tampecian, bound for New Orleans, where he joined the Algiers on a voyage to Cuba with a consignment of mules for the Spanish Government. In the summer of 1898 the Algiers was used for transporting United States soldiers to Cuba. It will be observed that Captain Harbottle is an industrious young officer, and with the attention he has devoted to the study of the science of navigation will soon take rank among the most successful of lake masters. He makes his home with his mother in Toronto, Ont., when not on active duty.

R. S. GRANT, at present chief engineer on the palatial steamer North Land, operated between Buffalo and Duluth in connection with the Northern railroad, has had a marine experience more than usually diversified. He is a native of Scotland, born July 1, 1858, in Fochabers, Morayshire, son of Charles and Mary (Calder) Grant.

After the usual term in attendance at the public schools R. S. Grant was apprenticed to the machinist's trade in the engine-building works of Mr. Napier, on the Clyde, remaining in those shops six and a half years, and becoming a skilled mechanic and engineer. At the expiration of that time he decided to become a marine engineer, and secured the position of fourth assistant in the British India mail steamer Bhundhara, remaining on her eight months. Transferring to the Malda, of the same line, he was advanced to the berth of third assist-

ant, and after serving six months in that berth was made second assistant, finally attaining to the position of first assistant on the Malda about six and a half years after he first shipped in her. She was engaged in carrying British troops to Egypt, touching at various seaports. Mr. Grant was next appointed chief engineer of the East Indiaman Coconada, plying between Calcutta and Bombay, on which vessel he remained two years, the following six months having charge of the machinery of the steamship Oriental, which during that time made two voyages to ports in China. He then transferred as chief to the steamship Heron, in the Chinese coasting trade, which was wrecked at the end of a year off Amoy, with the loss of several Chinese sailors. He next took second engineer's berth on the ship Shanghai, owned by Butterfield & Swire, and plied on the Yang-Tse-Kiang, a magnificent stream, navigable for 700 miles; Mr. Grant was in her about eight months and also served in other ships owned by the same company. During the year 1885 he was chief engineer of the man-of-war Coronation, of the Siamese navy. It was in February, 1886, that he joined the Chinese navy as chief engineer in the man-of-war Wan Nien Cheng. A year later she was run into by a P. & O. mail steamer, the Malwa, and sank, 200 disbanded Chinese soldiers losing their lives. Mr. Grant and his crew escaped by reaching the bows of the Malwa before she drew out of the wreck. During the year 1888 he was placed in charge of an engineers' supply shop in Hong Kew, Shanghai, owned by an American named George Woods, and he subsequently shipped in the United States steamer Marion, the flagship of Admiral Chandler, stationed on the coast of China, under the immediate command of Capt. N. M. Dwyer; the Admiral died and was buried at Hong Kong. During the sixteen months Mr. Grant was in the Marion he was employed as machinist, and as she went out of commission at the end of that time he came to the United States, proceeding direct to Chicago, where he entered the employ of the Illinois Central Railway Company as machinist. At various times he was engaged

in the shops of the Union Pacific, North Pacific, Great Northern, and Omaha railroads. On April 15, 1897, he joined the steamer North West as first assistant engineer, retaining that office until October, when he was appointed chief of the North Land, the position which he holds at this writing. He is a member of the Marine Engineers Beneficial Association No. 1, of Buffalo, New York.

On July 11, 1893, Mr. Grant was married to Margaret, daughter of Hon. Robert and Mary (Frazier) Newell, of St. Paul, Minn., who were natives of Scotland; her father represented his district in the State Legislature, his term beginning in 1887. The family homestead is at Williston, N. Dak., and the farm comprises 160 acres of improved land.

DANIEL H. ROBERTSON, for some few years chief engineer of the Jay Gould, of the Lake Michigan Transportation Company, belonging to Leopold & Austrian, was born in Cleveland, Ohio, in 1867, a son of Daniel and Caroline (Dwyer) Robertson. The father was a native of Scotland, and on crossing the Atlantic first located in Canada, but in 1846 removed to Cleveland, Ohio, where he made his home for some years. When a lad of twelve years he began sailing from Glasgow, Scotland, and continued to sail on salt water until his removal to Cleveland, when he became interested in lake marine, and was master of the Snow Drop and other vessels. He was for many years one of the most prominent and well-known shipmasters on the Great Lakes. He died in Chicago in 1885, and his wife departed this life in Cleveland, in 1881. In their family were three sons, of whom William is now captain of a tug at Cleveland; Charles A. engaged in sailing until 1885, and was second mate of the Hiawatha, but is now interested in the patent-right business, he having patented a back-pressure trap.

Daniel Robertson continued to make his home in Cleveland until he was seventeen years old, when he came to Chicago. Four years previous to this he began sailing—in fact was reared on board a vessel. He was

first employed on a sailing vessel out of the port of Cleveland, and later engaged in firing on tugs at that place, obtaining his first license as engineer in Chicago in 1886. For some time he shipped out of New Orleans as first assistant engineer on boats engaged in the fruit trade on the South American coast; was then engineer on the tug B. D. Wood; and was also engineer on boats in trade with Jamaica. He sailed from New Orleans on different packets some eight months, and during the season of 1895 served as engineer on the yacht Pindar, and the same year accepted the position of engineer for a contracting firm on a government dredge at Cairo—the largest section dredge in the world; later on he left this firm to become chief engineer on the Jay Gould. In 1888 he joined the Marine Engineers Beneficial Association, of which he has since been an active member, and is now serving as recording secretary, and in 1898 was a delegate to the National Convention of that organization. He also belongs to the Knights and Ladies of Honor, in Chicago.

In 1897, in that city, Mr. Robertson was married to Miss Lena Daab, a native of Chicago, and they now make their home at No. 36 North Canal street.

WILLIAM A. LLOYD, well known throughout the lake region as a skillful machinist and marine engineer, is superintendent of the machinery department of the Ashtabula Harbor Ship Chandlery Company. He removed to Ashtabula in the spring of 1897 from Cleveland.

Mr. Lloyd was born on April 2, 1853, in Morpeth, Kent county, Ontario, and is the son of William and Margaret (Currie) Lloyd. His father was born in Brecknockshire, South Wales, and came to America about the year 1840, locating on Lake Ontario. He followed the trade of millwright, erecting mills on the Isle of Tonty and at St. Thomas. It was Mr. Lloyd, Sr., who transported by team the first load of rails used in the construction of the Great Western railroad, from Port Stanley to London, Ontario. At the close of this contract he opened a machine shop and foundry at Morpeth,

later removing to Chatham, where he entered the employ of Hislop & Ronald as millwright and foreman of the pattern shop. He died in 1887. The mother of our subject was born near Picton, Ontario, of an estimable family, and preceeded her husband to the realm of death, passing away in 1860.

William A. Lloyd attended the Canadian schools at Morpeth and at Chatham, and acquired the education peculiar to the youth of the period, after which he worked as carriage painter one year at Chatham. In 1866 he entered the employ of Hislop & Roland to learn the machinist's trade, remaining with that firm three years, his duties at times taking him on shipboard, the steamer Tecumseh being the first boat on which he sailed. For two years after he finished his time as apprentice he worked at the trade in St. Catharines, Dundas and other Canadian towns. In the spring of 1870 he obtained the position of chief engineer on the steamer Manitoba, where he remained until fall, and the next season he was appointed chief engineer of the side-wheel passenger steamer Alice P. Stewart, fitted with a beam-condensing engine. He closed the season as chief engineer of the side-wheel passenger steamer Alexander, she having a high-pressure engine. In the winter of 1872 Mr. Lloyd stopped ashore and worked at his trade at Detroit, Windsor, Port Huron and Sarnia until 1877, when he took the berth of engineer on his father's tug, Hero, plying on the Sydenham river. That winter the Hero was sold, rebuilt and her name changed to Henry Smith. Through some default in the payment of the purchase money she reverted to the original owner, and finally passed into the hands of our subject. In 1878 he leased her to other parties, and the next year assumed command and sailed her as master until August, when he sold her to a Mr. Miller, of Detroit, and that fall went to Cleveland and worked in the Cayahoga Furnace. During the two years that he remained there he took out American engineer's license, which was granted by Thomas Fitzpatrick, local inspector. In the spring of 1882 he shipped as second engineer on the

steamer Robert Wallace, serving two years with Edward Prince and F. Kirby, respectively. In the spring of 1884 Mr. Lloyd brought out new the iron steamer William Chisholm, the second iron steamer built in Cleveland. That fall he laid her up in Chicago, and upon return to Cleveland entered the employ of the Globe Iron Works as foreman of the erecting shop, where he remained until the winter of 1889. During this period he built the engine of the steamer Cambria, the first triple expansion on the lakes, and all other engines under construction by that firm up to the time mentioned above.

In 1890 he started business on his own account, designating his works the Continental Machine Company, and continued to do general marine repair work, also manufacturing deck hoists, shears, marine engines, etc., until the fall of 1893. On account of the financial stringency that year, he discontinued business and entered the employ of the Union Casualty Insurance Company, as inspector of boilers and machinery, afterward entering the employ of the Cleveland Ship Building Company. In the spring of 1895 he was appointed chief engineer of the steamer Specular, on which boat he remained until September, when he again returned to the Cleveland Shipbuilding Company, and was employed in putting in engines and machinery in the steamers Maricopa and George N. Orr, then under construction at Chicago. He then returned to Cleveland and engaged in setting up machinery and blowing engines for the company until March, 1897, when he removed to Ashtabula to take charge of the machinery department of the Harbor Ship Chandlery Company.

He is a member of the Marine Engineers Beneficial Association, of the order of Maccabees and a Master Mason of Bigelow Lodge of Cleveland.

In 1891, Mr. Lloyd was united by marriage to Miss Marietta, daughter of Robert and Martha Thompson, of Cleveland. Three children have been born to this union: Pearl A., Mark A. and Harold F. The family residence is at No. 27 Hubbard street, Ashtabula, Ohio.

CAPTAIN H. D. INGRAHAM, a popular and competent master of tugs operating out of Fairport harbor, and a courteous and genial companion, is the son of Daniel N. and Marian (Brooks) Ingraham. His father was born in Fairport in 1832, and will be remembered by some of the older lake masters. He was made a skipper when but nineteen years old, taking command of the schooner Mohegan, and he also sailed the schooner H. P. Bridge, the bark Zach Chandler (which he brought out new), the Sonora, and the bark City of Painesville, of which he was master four years, and which he designated as the clipper ship of the lakes. He brought out the G. S. Hazard new. His steamboat commands were the Minneapolis and D. C. Whitney, and he closed his active career on the lakes in the Whitney about the year 1884. He then entered the employ of the American Transportation Company, of Fairport, looking after the interests of the tugs and sailing them as occasion required. In 1890 he finally retired from his busy life, and he passed over to the silent majority May 10, 1895, at the age of sixty-three years. His widow is still living on the old homestead farm near Mentor, where she was born. Of their children Capt. Freeman E. was master of the steamer Robert Wallace during the season of 1897, and was assigned to the new steamer built at F. W. Wheeler's West Bay City shipyard for the Bessemer Steamship Company, considered the largest on the lakes; Mary R. is the wife of D. K. Patterson, of Davisville, Cal.; Sarah E. is the wife of G. E. Brooks, of Mentor, Ohio.

The grandparents on the paternal side were Joseph and Sarah Ingraham, and on the maternal side Henry and Mary Brooks, all of old New England stock, and pioneers of Mentor and Fairport townships.

H. D. Ingraham was born in Fairport, Ohio, October 9, 1845, whence he soon after removed with his parents to Mentor, where he attended the public schools until he reached the age of seventeen years, assisting his father with the farm work in the meantime. It was in 1862 that he began sailing in the bark City of Painesville, of which his father was part owner, and in

which he remained four and a half years, following with a season in the schooner G. S. Hazard. In the spring of 1868 he shipped in the schooner Charley Crawford, as second mate with Captain Averill, holding that berth four seasons. The next spring he was appointed mate of the schooner Minnehaha, and his father purchasing the scow Vampire the Captain sailed her next, his brother, Freeman, going as mate. He then sailed as mate of the Ogaritta, Thomas W. Palmer and Zach Chandler, until 1885, when he was appointed master of the Zach Chandler for a short time. In the spring of 1886 he joined the schooner Ashland as mate, and the next season assumed command of her. In 1888 he came out as mate of the steamer Sitka, closing that season as mate of the Wocoken. In 1889 he entered the employ of the American Transportation Company, of Fairport, as master of the tug George R. Paige, sailing her five seasons, and transferring to the tug Annie, which he commands at this writing. He has fifteen issues of first-class pilot's papers.

On December 25, 1880, Captain Ingraham wedded Miss Lydia Lapham, daughter of Edward and Rebecca Lapham, of Mentor, and two children—Daniel H. and Elizabeth S.—have been born to this union. The family homestead is in Mentor township, near Painesville, Ohio. Socially, the Captain is a Master Mason, holding membership with Temple Lodge No. 28, of Painesville, and belongs to Cornucopia Lodge, Independent Order of Odd Fellows.

J. W. DICKINSON. The pen picture of Fire Chief Dickinson, of the Cleveland fire department, is most appropriate in this volume by virtue of his control of the fire boats and pipe lines of the Cuyahoga river, and more especially as it was he who introduced the system at the port of Cleveland. It would be proper to take up his career in chronological sequence.

Mr. Dickinson was born in Saxton's River village, Windham Co., Vt., on December 25, 1836, the son of Charles S. Dickinson, and attended the public schools of Lowell and Springfield, Mass., and Wheeling, W. Va. The school building

on the commons in Lowell, Mass., was also occupied by Mazeppa Engine Company, No. 10, and thus, at the early age of eight years, the gallant acts of the fireman aroused his instincts and admiration to such an extent that they shaped and controlled his after life. In 1851 he removed to Cleveland, Ohio, arriving there on the memorable day of the Medical College riot. In 1858 he joined the Cataract Engine Company, No. 5, as a torch boy, and served in that capacity until September 3, 1854, when he was elected a member of the company. Early the next year he was made second assistant foreman, and in 1857 was advanced to the position of first assistant. It is said that when, in 1859, he was elected foreman of that company he was the proudest young man in the volunteer fire department in Cleveland.

Chief Dickinson is a born musician, and in 1861, when the war of the Rebellion broke out, he was among the first to respond to President Lincoln's call for three-months men, joining Leland's band, which was attached to the Nineteenth O. V. I., Col. Samuel Beattie commanding. After receiving an honorable discharge at the end of his term, he re-enlisted and was assigned to the Forty-first O. V. I., under the command of Col. W. B. Hazen, and was present at several of the historic battles in which that regiment engaged. He remained with the Forty-first until all regimental bands were discharged, in the fall of 1862. Upon his return to Cleveland he resumed his position as foreman of the Cataract Engine Company, and agitated the question of a paid city fire department, which, notwithstanding the strong opposition to the project on the part of the volunteer forces, he succeeded in having established. He tendered to the city the services of the Cataract Company, and the authorities gave him the privilege of selecting the men for his company for the paid department, which he did from the members of the volunteer companies, placing four stationary and two minute men to that company. On January 23, 1863, Mr. Dickinson was placed in charge of the J. J. Benton Engine Company No. 2, in which position he remained eleven years.

In May, 1864, the patriotic spirit of Chief Dickinson being again aroused, he enlisted in Company E, 150th O. V. I., commanded by Col. W. H. Hayward, and was subsequently detailed for service in the famous Leland band. He was honorably discharged at the end of the one hundred days, for which the regiment had enlisted to hold the forts around Washington. They received special thanks and recognition from President Lincoln and Secretary Stanton.

In 1873 Mr. Dickinson was chosen to attend the World's Fair at Vienna, Austria, as engineer of the American exhibit of rotary steam fire engines, and on his return in February, 1874, he succeeded John McMahon as second assistant chief. In 1875 he was promoted to the rank of first assistant chief, and on December 22, 1880, was advanced to the top of the fireman's ladder, being appointed chief of the Cleveland department.

As has been said, the point at which the career of Chief Dickinson touches the marine interests consists in the superb and effective system of fire boats he has put upon the Cuyahoga river, the miles of pipe-lines which traverse the streets leading up from the river in diverse directions, and in the protection these fire boats give to the shipping, without which that vast amount of property would be at the mercy of the flames. It may be noted here that vessel owners seek winter mooring, if possible, near these fire boats. The first boat placed on the Cuyahoga river was not an experiment with the veteran fire chief of Cleveland, but the idea was evolved by mature thought and observance. It was the purpose of Chief Dickinson to give the destructible property within the river districts all the protection possible, and if he could not do that with the means on hand he determined to multiply those means; the result of this determination was the construction of fireboat J. H. Weatherly, built by the Excelsior Iron Works, and launched in the fall of 1885, after a strong opposition by many influential men of Cleveland who had not yet considered the power and effect of the addition of such a fire extinguisher would have upon the property and

insurance premiums of Cleveland citizens. Before the close of the following year the wisdom of the chief's measure was acknowledged, and another boat ordered to be placed upon the river; this, too, was met with the same persistent opposition, and it was not until the 15th of March, 1894, that the *Cleveland* was launched. This was the work of Thomas Manning, Jr. The effect of these boats became apparent to all, and instead of opposing the wise and protective measures of the fire chief, the city of Cleveland, especially those citizens interested in property along the river front, ordered a third boat, the hull of which, made of steel, was built in Buffalo, and placed at the foot of Seneca street. This boat was put in service January 6, 1895; two boats are now in use on the Cuyahoga river, the *Weatherly* having been taken out of commission and her boilers and pumps placed in the *Farley*. These two boats are acknowledged to be equal to any fourteen land fire steamers in service in the city. Had Mr. Dickinson been of a timid nature he would have succumbed to the opposition brought to bear against him by the authorities, and the city in consequence deprived of this effective branch of her fire protective system.

But it is not the purpose of this article to lead the reader to infer that the usefulness of these fire boats is confined to their efficiency in times of conflagration along the river front and about shipping; it should be set forth that during the winter the boats are using to break the ice in the river, so that the launches are not delayed; that boats may be moved to dry docks at any time; that boats can be fitted out at any time and be ready to move; that dams of ice can not form across the mouth of the river, and that since the fire boats have been placed on the river no floods have occurred, which previously destroyed thousands of dollars worth of property during the spring freshets.

It can be truthfully said, that the credit for the conception and laying of the fire pipe-line system in Cleveland November 16, 1891 (which line leads from the river up to the fire centers of the city), is entirely

due to the wisdom and forethought of Chief Dickinson, and is being adopted by all the large cities in the United States which have a large water front. The pipes in Cleveland are:

	RISE.	LENGTH.
Up St. Clair street from the river..	75 ft. 9 in.	2700 ft.
Up Superior street to the square from the river.....	82 " 4 "	2100 "
Up Seneca street to Michigan and Michigan to Ontario from the river.....	82 " 2 "	1325 "
Up Seneca street, branch on Mich- igan to Ontario from the river..	83 " 4 "	550 "
Up Huron street from the river....	90 " 5 "	750 "
Up Center to the foot of South Wa- ter street branch....	10 "	1300 "
With branch on Fall and Prince street.....		500 "

All of these are subject to a pressure of three hundred pounds. To quote from a pamphlet issue from the Fire Department of Detroit: "Detroit has thirteen complete lines of pipe for high pressure service, the supply coming from the Detroit river through the fire boat *Detroit*. To Chief James W. Dickinson, of the Cleveland Fire Department, is due the credit of causing these first permanent pipes to be laid for fire boat service, as he first conceived and adopted such pipes. They showed the great effectiveness of a fire boat on a fire 4,000 feet from their station on the river."

Chief Dickinson now has under consideration a matter which will soon be put to use, that of a union of pipes after the principle of the pumping engines which supply the city with water, by stationing his fire boats so that they may pump into all the pipes simultaneously, thus dispensing water at three hundred pounds pressure in every direction at a distance of 4,000 feet. Our subject is a veritable general when in contest with a large conflagration, and so forms his lines of steamers and men that there is not much chance for the escape, or rather extension, of the enemy. Like most men of good physique, he is big-hearted, good-natured and kind and fatherly to every member of the force. He has the unbounded confidence of Cleveland's business men in his generalship during the progress of a fire in the business centers of the city. During active work at fires he is very careful of the lives of his men, and as he is conversant

with the structure of the business blocks he knows what risks they may take, and has, therefore, lost but one man during the forty-three years he has been a fireman.

During his connection with the department he has assisted in organizing the Firemen's Relief Association, and he has been a member of all the firemen's relief associations since their formation. It was due mainly to his efforts that the comprehensive pension law now in force in Cleveland was passed for the benefit of the firemen, their widows, orphan children and dependent parents. He was elected vice-president of the association, which under this law pays annually the sum of \$24,000 to firemen's widows and orphans and maimed firemen. He was chosen president of the Firemen's Life Insurance Company, which does business under charter of the State of Ohio, and he is also a member of the board of trustees of the Firemen's Insurance and Firemen's Relief Associations. He is a Master Mason of Bigelow Lodge in Cleveland and a veteran of that body.

Mr. Dickinson was united in marriage on December 12, 1877, to Miss Donna Z. Needham, the talented daughter of William L. Needham, one of the first engineers on the Big Four railroad. Mrs. Dickinson is a public-spirited woman, and takes much interest and satisfaction in the steady advancement of the Chief. Two sons, James Earle and Charles William, have been born to this union. The family homestead is at No. 36 Bridge street, Cleveland, Ohio.

CAPTAIN J. J. QUINN, of the steamer Greyhound, is perhaps one of the youngest commanders sailing out of Toronto, on the Oakville run. He was born August 3, 1861, in Toronto, where he received a good education in the public schools. When sixteen years of age he began sailing in the small coasting schooners Brothers and Betsy, and the following season, 1879, he went into the schooner Parthenon, under Capt. Harry Jackman, uncle of Capt. Frank Jackman, of the tug Jubilee. During the seasons of 1881 and 1882 Captain Quinn had charge of the schooner Mary Grover, trading on the lower lakes, and he was afterward captain of the island

ferry steamer Arlington, in 1885 taking charge of the steamer Gypsy, which ran to Victoria Park. For the seasons of 1892-93, he went into the steamer C. H. Merritt; in 1894 he was on the Tymon, belonging to the Polson Company, and running out of Toronto to Victoria Park and Lorne Park; in 1895 and 1896 he was first officer on the steamer Greyhound, under Captain Boyd, the government marine marshal, and in 1897 he was promoted to the post of commander of the Greyhound, Captain Boyd having resigned. No accidents have ever happened under his hand. He has always been a careful and studious navigator, and being yet a young man he has every promise of a successful career.

In March, 1892, just before the opening of navigation, Captain Quinn married Miss Mary Murphy, of Toronto.

W. F. MONROE, the secretary of the Detroit Graphite Manufacturing Company, is thoroughly familiar with the details of the business in which he is engaged, having made a careful study of the properties of graphite and its adaptability to the use which his company makes of it. Mr. Monroe was born in Jefferson county, N. Y., in 1860, and having good educational advantages he fitted himself for the profession of a school teacher, which he followed for several years. In 1884 he came to Detroit and entered the employ of the Globe Tobacco Company, where he remained for eight years. Since 1892 he has been secretary of the company first referred to. From the very start Mr. Monroe took an energetic hold of the business, convinced that there were great possibilities in it, a belief which the success of the company has amply verified. At first he spent much of his time in traveling, presenting the claims of the company's goods to vessel owners, bridge builders and manufacturers generally to such excellent purpose that the Superior Graphite paint soon became known in all the lake cities, and was being largely used in the painting of boats. As the business increased and the plant enlarged, his office duties became more engrossing until now he has practically abandoned traveling

and devotes all of his time to the general office work of the company. Just in prime of life, full of push and vigor, agreeable in disposition and manner, and thoroughly in love with his business, Mr. Monroe performs his duties with ability and complete satisfaction to all concerned.

THOMAS J. CULLEN, who for several seasons past has been mate in the employ of the Lehigh Company, is a son of Thomas and Anna (Wrath) Cullen, natives of Ireland. He was born at Ogdensburg, N. Y., on March 3, 1867, and attended the schools of his birthplace, afterward moving with his parents to Toledo, Ohio, from which port he shipped on various fishing boats for several seasons. For one season he went before the mast on the James Wade, and the two or three succeeding seasons was engaged on different schooners out of Chicago in the same capacity. He has been mate on several boats plying the Ohio and Mississippi rivers, and held mate's berth on a number of others which were and are now on the Great Lakes, among them the George Dunbar, H. E. Packer, Fred Mercur, Rees Pritchard, J. A. Wilson and E. P. Wilbur, having, all told, nine issues of license.

Mr. Cullen was married, in 1894, to Miss Katharine Lumley, of Buffalo, and their union has been blessed with one son, Charles Godfrey. They reside at No. 738 Elk street, Buffalo, New York.

F. FORY, the second officer of the fine side-wheel steamer *Empress of India*, was born in Clinton, Ohio, in 1874. His father and mother are both natives of Germany. Mr. Fory attended school in Toronto until he was eighteen years of age, and a year later began his career as a sailor on the lakes, his first employment in this line being on the old Turner Ferry Company's steamers *Luella*, *Prowett Byer* and *Ada Alice*, he being the first to run the *Luella* after she was launched. He was also on the ferry steamer *St. Jean Baptiste*, afterward called *Sadie*, and now known as the *Shamrock*. Mr. Fory subsequently went to the upper lakes to fit out two small propellers, the *Butcher Boy* and the *Butcher*

Maid, which were used to carry provisions to the men engaged in the construction of the Canadian Pacific railway, and was engaged one long season on these boats, from March to Christmas. Returning to Toronto he shipped on the fine side-wheel steamer *Lady Rupert*, which ran between that port and Charlotte, and also carried excursion parties to Long Branch, a pleasure resort near Toronto. This boat was owned by W. E. Cornell, of Toronto, and still exists as an old hulk, being now utilized as a boathouse on the eastern water front. After leaving the *Lady Rupert* Mr. Foley went on the side-wheel steamer *Carmona*, which had formerly been known on the upper lakes as the *Northern Belle*, and at that time ran between Toronto and Charlotte, and also on excursion service to different points. She is at present running on the upper lakes. His next service was with the Hamilton Steamboat Company, on the fine twin-screw passenger steamer *Macassa*, which plies between Toronto and Hamilton, calling at the half-way port of Oakville, and Mr. Fory remained one season on that boat. The season following he went aboard the paddle-wheel steamer *Hastings*, formerly known as the *Rochester* and now called the *Eurydice*, which at one time ran between Cobourg and Charlotte, but has of late years been engaged in the excursion business between Toronto, Charlotte and Montreal, and various other ports for which she has been chartered. Then the Niagara Navigation Company built a new boat to run with the *Chicora*, called the *Cibola*, and Mr. Fory was on her the first four seasons that she was in service. Unfortunately she was burned at the dock at Lewiston, N. Y., in 1895, her hull and engines being so badly damaged that they were rendered unfit for reconstruction, and this necessitated the building of a brand new boat which was christened the *Corona*. Mr. Fory was also on the Canadian Pacific railway's palatial steamer *Alberta*, which with the *Athabasca* runs from Owen Sound to Port Arthur. After leaving the *Cibola*, he shipped again on the *Carmona*, which has become an excursion boat between Toronto and Lorne Park. On June 8, 1896, Mr. Fory

became second officer on the *Empress of India*, and has been retained on that boat ever since.

Mr. Fory is married, and has a pleasant home at No. 145 Gerard street, Toronto, Ontario. He is a brother of the late Mr. Chauncey Fory, well-known as the chief bartender in the "Queen's Royal Hotel," Niagara-on-the-Lake, and who has been sadly missed by his family and friends. He was quite an athlete and a splendid swimmer, and on a wager he dived from the cross-trees of Mr. George Gooderham's yacht, the *Oriole*, into the swirling current of the Niagara river. He never recovered from the effects; concussion of the brain followed, and after suffering great agony for several days he passed quietly away in his brother's arms.

CAPTAIN SAMUEL MOORE has during his thirty-five years' experience on the Great Lakes made an enviable record, for in all the time he has been in command of vessels he has never lost one, and has never even had an accident on board his boats. There are few who have spent such a length of time on the lakes that can look back without regretting some accident which might have been avoided by a little foresight. Captain Moore was born in Oswego, N. Y., in the year 1840, and after receiving his education decided to follow the water. He sailed before the mast several seasons, and then served about three years on the police force of his native town, after which he resumed his chosen calling, obtaining a berth as mate. After a couple of seasons he was given a command of his own, and he has sailed the *S. J. Hawley*, *Bermuda*, *Orient*, *George Goble*, *Eurick*, *Delaware*, *Dashing Wave*, *Actston*, *Grace Whitney*, *Mount Hawk*, *Glad Tidings*, *India*, *Monteagle* and *Rising Star*. He was in the employ of one firm—*Whitney's*—for thirteen years. Captain Moore has resided in Detroit for about thirty years, during eight of which he has been on the police and detective force of that city. He went back to his old employment, however, and is still serving as master. The Captain was married soon after coming to Detroit; he has no children.

WILLIAM RITCHIE BURNETT, assistant engineer on the car-ferry Ontario, of Windsor, was born in Aberdeenshire, Scotland, the son of George and Annie (Porter) Burnett, natives of the same country, where his father is still living; the mother died in August, 1881. Mr. Burnett attended the schools of his native place during his early years, and then after working at farming for a short time began sailing, his first employment in that line being on the *City of Dundee*, running from Aberdeen to Dundee, upon which boat he acted as fireman for two years. Following this he spent two years in Aberdeen in different employments, and then went upon a stock farm, where he worked six years, at the end of that time coming to America. His first home here was at Owen Sound, Ontario, where he lived for seven years. Mr. Burnett's first experience on the lakes was as fireman on the *Magnet*, and after one season on her he went on the *Meteor*, where he remained four years as assistant. He acted as engineer part of a season upon the *Heatherbell*, and then took the position of greaser on the *Athabasca*, on which boat he remained two years in that capacity and one year as firemen. He then came to Detroit and entered the car-ferry Ontario, where he has now been assistant engineer four years.

Mr. Burnett was married in June, 1893, to Miss Isabella McKenzie, of Teeswater, Ontario, and they have one child, Kathleen, who was born in September, 1894. Mr. Burnett is a member of the A. O. U. W., Sons of Scotland, and Masonic Order, being well known in fraternal circles, and he enjoys a wide acquaintance. He resides with his family at No. 11 Salter avenue, Windsor.

R. T. JOHNSTON, mate of the steamer *Lakeside*, was born in Kingston, Ont., and during his earlier years resided in Toronto, where he attended the public schools for several years. On leaving school he engaged in various occupations on land until the year 1888, when he shipped aboard the steamer *J. W. Steinhoff* (now the *Queen City*), at that time commanded by Captain Pollock, and owned by William Barrett, of

Toronto. From this boat he went on the propeller Northern King, which ran between Buffalo and Duluth, and remained on her seven months. His next berth was on the schooner Merrill, which carried iron ore and lumber between Buffalo, Cleveland, Toledo, Chicago and other lake ports, and after three months' service on her he transferred to the propeller Jay Gould, which was engaged in the Chicago and Lake Superior trade. In 1890 we find him on the steam-barge Orion, which was owned by the Collins Bay Forwarding Company, and was engaged in the timber trade between Collins Bay—a port about five miles from Kingston—and Lake Superior. Then he shipped on the schooner St. Louis, a lumber trader plying between Georgian Bay ports, Tona-wanda, Buffalo and Oswego, on which he remained until 1892, when he changed to the fine new side-wheel steamer Garden City. After one season on this boat he changed to the propeller Nipigon, which carried lumber between Ogdensburg, N. Y., and Lake Superior ports, and was on her until he was offered and accepted the position of first officer on the steamer Lakeside, which runs between Toronto, Port Dalhousie and St. Catharines. She is one of the best managed and most popular boats on Lake Ontario, and is ably commanded by the genial Captain Wigle. Mr. Johnston recalls many interesting experiences in his career on the lakes. He was out in the terrible storm of 1888, when the propeller Georgia was lost in Georgian Bay, all on board, however, being rescued and taken ashore. Six or seven years ago he was out on the Northern King in a bad storm, the same which caused the foundering of the steamer Western Reserve.

Mr. Johnston is married, and he makes his home on Church street, in the City of St. Catharines.

CAPTAIN SYLVANUS DUSENBERRY, an old lake captain and engineer, was born November 17, 1825, on the Atlantic ocean, about 1,300 miles from New York, on the ship Glennandale. He is a son of Alfred and Caroline (Jones) Dusenberry, who were then emigrating to the United States

from Cardiff, Wales, whither they had removed some twenty years previous from Holland. When they left Wales they had three children, Margaret, Mary Ann and Hannah Maria. Sylvanus, the fourth child, was named after his paternal grandfather. After arriving in this country they had born to them the following children: Lorenzo M., in 1827; Lydia M., in 1828; Phoebe E., in 1829; George H., in 1831; Susan, in 1833; and two that died in infancy. Alfred Dusenberry, the father, learned the trade of a millwright in Wales, and followed it there and also in the United States for a few years, after which he became a contractor. He was engaged for many years on the Erie canal building locks, abutments, etc., and he continued in this line of work as long as he lived in New York. In 1856 he removed to Warren county, Ill., where he purchased a section of land, and erecting a sawmill thereon conducted same in connection with his farm until his death in 1863. His wife died October 21, 1837, while they were living at Halfmoon, New York.

Sylvanus Dusenberry, the grandfather, was born in Holland, emigrated with his son Alfred to Wales, and thence in 1825 to the United States. He married Margaret Vincent, and they had the following named children: John, Levi, Betsey, Maria, Hiram, Sarah and Alfred. Some of these came to this country prior to 1825, and it was through them that the rest followed, all eventually settling in the United States. Sylvanus Dusenberry located in Halfmoon, Saratoga Co., N. Y., living there until 1848, when he removed to Skaneateles, N. Y., and after a residence of eight years in that place settled in Wolcott, Wayne county, same State, dying there in 1859. He followed farming both in his native country and in Wales. His wife survived until 1876, passing away at the advanced age of one hundred and three years.

Sylvanus Dusenberry attended the district schools until he was thirteen years of age, when he became an employe in the Schenectady Locomotive Works, remaining there until he was nineteen. By this time he had mastered his trade as a machinist

and engineer, and he followed locomotive engineering until he was nearly twenty-one. For twenty-two years after he attained his majority he was in the employ of the Michigan Central Railway Company, as foreman of the roundhouse, locomotive engineer and conductor, and was also for a time assistant engineer on one of the large boats belonging to this company. In 1849, in company with about 300 others, he rounded Cape Horn on the way to California, in the ship *Brother Jonathan*. In 1851 he returned to the "States," and again entered the employ of the Michigan Central Railway Company, but in 1853 he returned to California, where he remained two years. On again coming east he returned to the Michigan Central for a time, and then made a contract with a Mr. Robinson, of New York State, to take round Cape Horn the first fourteen locomotives that ever went to the Pacific coast, landing them at San Francisco. These locomotives he set up and started to work on the Sacramento & San Francisco and Sacramento & Nevada railways. Later he went to Marysville, Cal., bought a ranch, and engaged in mining. Returning to Detroit, he went to work again for the Michigan Central Railway Company as locomotive engineer and as extra engineer on their boats, the *Western World*, *Mississippi* and *Plymouth*, running between Detroit and Buffalo, at that time the largest vessels on the lakes. Following this, until about 1860, he was engineer on different lake boats, but when the war of the Rebellion broke out he enlisted in the First Michigan Volunteer Regiment, and he remained in the service of his country until mustered out in June, 1865. During this time he rose from the ranks to the position of captain, later was made lieutenant-colonel and finally colonel. He was with Sherman on the march to the sea, and was present at Lee's surrender.

Returning north at the close of the war, Captain Dusenberry settled in Cleveland, Ohio, and has since made that city his home. He was engaged alternately on salt and fresh water until within the last few years, either as engineer or master of a vessel. About 1879 he built the machinery for five steam canalboats, at Lockport, N. Y., and he is

at present a stationary engineer when he chooses to work.

On December 23, 1846, Captain Dusenberry was married to Miss Sylvia Hall, of Wayne county, Mich., who was then principal of a ladies seminary at Ann Arbor. They had two children: Alfred, born in 1848, died at three years of age; and Sylvia, who died at the age of eighteen. Mrs. Dusenberry died in 1853, and in 1875 he married Mrs. Mary E. (Butler) Sullivan. To this marriage were born three children, one of whom died at birth and one at the age of thirteen; the other is living. The mother of these died in 1886. The Captain now lives at No. 1416 Lorain street, Cleveland.

GEORGE M. BELLOIR, one of the most prominent and best qualified marine engineers sailing out of Duluth, has inherited many of the admirable characteristics of his French ancestors. The same qualities previously transmitted to his father rendered him one of the most notably courageous soldiers of the American Civil war, and it was he of whom General Custer wrote: "I record the death of one of the bravest of the brave, Sergeant Mitchell Belloir, who has been my color bearer since I have been in command of this brigade, and who received his death wound while gallantly cheering the men on at the head of a desperate cavalry charge at the battle of Trevillian Station, West Virginia." Mitchell Belloir was born in Lyons, France, and came to the United States about the year 1845, locating in Ogdensburg, N. Y. Soon after the birth of his son George M., which occurred in Ogdensburg, April 15, 1851, he removed to Marquette, Mich., where he followed his business as iron worker in the first forge erected in that city. On June 14, 1861, he enlisted in Company B, First Michigan Cavalry, Captain Town being in command of the company, and the regiment eventually became a part of General Custer's brigade and saw much service on the battlefield. Mr. Belloir was promoted to the rank of sergeant and color bearer for the regiment, and was noted for his gallantry. He was invested with the brigade colors in 1863, and had the honor of participating in

the momentous battles of Antietam, Fredricksburg and Gettysburg. He was taken prisoner at Cedar Mountain, and on June 14, 1864, was shot in the head and died at the head of his brigade, with the flagstaff in his hand, as noted above and recorded in detail in a volume entitled "Michigan in the War."

George M. Belloir, being but thirteen years old at the time of his father's death, was taken charge of as a ward by Cornelius Donkersley, superintendent of the Marquette, Houghton & Ontonagon railroad, and sent to school in Marquette. In 1865 Sidney Adams was appointed as his guardian until 1870, and in the meantime he learned the machinist's trade in the shops of the Marquette, Houghton & Ontonagon Railway Company, serving a four-years' apprenticeship. In the spring of 1871 Mr. Belloir went to Sault Ste. Marie and entered the employ of Mr. Burke, remaining with him four years. It was in the spring of 1875 that he opened his career as an engineer in the employ of Mr. Trompf, as assistant in the tug W. D. Cushing. The next year he was appointed chief engineer of the steamer Mary, following with two seasons on the Mystic and part of a season in the William H. Seymour. In the spring of 1880 he took the lake tug E. M. Peck, which he ran for two seasons. In November, 1882, he went to Duluth, and the next year was appointed chief of the T. H. Camp, running her three seasons. In 1886 he was chief engineer of the steamer R. G. Stewart, owned by the A. Booth Packing Company, transferring the following spring to the steamer A. Booth, as chief, and retaining that office until July, when she was lost, and he again joined the Stewart. In the spring of 1888 Mr. Belloir went to Baltimore after the steamer Hiram R. Dixon, which Mr. Booth had purchased to take the place of the A. Booth, and as chief engineer ran her to Portland. In August he went to Tacoma, Wash., where he had acquired a homestead, and during the two years he was in the West he sailed on Puget Sound as chief engineer of the passenger steamer Seaside. On returning to Duluth in 1890 he was engaged to the close of the season on the ferry

boat Estelle—plying between that city and Superior—and the little steamer Point Angelus, and in 1891 he became chief engineer of the steamer Doctor, holding that berth three consecutive seasons. In 1894 Mr. Belloir again entered the employ of the A. Booth Packing Company as chief engineer of the steamer S. B. Barker, which he ran two seasons, when he was transferred to the passenger steamer Hunter, as chief, retaining that berth up to the present time and giving uniform satisfaction.

On October 31, 1880, Mr. Belloir was united in marriage with Miss Ella L. Wray, of Sault Ste. Marie, Mich., formerly of Williamsport, Penn., and to them have been born two children—Earl Eugene and Colia Wray. Although Mr. Belloir lives in Duluth, Minn., the family homestead is in Tacoma, Wash. Fraternally he unites with the Independent Order of Odd Fellows, and the Marine Engineers Beneficial Association No. 38, of Seattle, Washington.

CAPTAIN HENRY ROSE, of Detroit, who has lived retired for the past seven years, is a mariner of wide experience, and has seen every phase of a sailor's life. He was born in Memel, a Prussian seaport, in 1825, and ran away to sea at ten years of age, since which time he has never seen his native town. For thirteen years he sailed to all ports of the world, several years as a member of the British navy, during his service in which he was in the Asiatic squadron which participated in the Chinese and New Zealand wars. Captain Rose came to the Great Lakes from New Orleans in 1848, and sailed on them from that year until his retirement. His first command was the schooner Quickstep, which he sailed for several seasons, and later he was master of the H. H. Brown, the C. J. Breed and many other vessels, always commanding sailing craft; he maintains that before steam was in general use they had better times and better pay. For twelve years he was in the employ of Godfrey, of Detroit, a well-known vessel owner, and he also sailed Jesse Farwell, of Detroit, several seasons. The Captain has had several narrow escapes from drowning. In 1879 the schooner C.

J. Breed, of which he was captain and half owner, was capsized in Lake Erie, off Ash-tabula. Five men were lost, and Captain Rose and two others were in the water eighteen hours before being picked up. It was three days later before he could get word to his family in Detroit, who had been mourning him as dead.

Captain Rose has one son and three daughters, all of whom are married. His wife died about six years ago, and he now resides with one of his daughters, hale and hearty, though he is now past three score and ten.

CAPTAIN S. R. HINDLE, of Detroit, Mich., who during the season of 1896 commanded the yacht *Grace*, owned by the Detroit Boat Works, has been on the lakes nearly a quarter of a century, during which time he has served on many different vessels, and has risen from the lowest to the very highest position. He was born in 1859, in Grand Rapids, Mich., where he was reared, and he attended the public-schools. He was later employed there in the Michigan barrel factory, leaving which he came to Detroit, where he has since resided. In the spring of 1876 he began to sail, starting in as fore-castle boy, and he worked his way up rapidly, having now for a long time been master of his own vessel. Captain Hindle has been on steamboats during all his experience on the lakes. He commanded the tug *Dexter* for three seasons, was with the Ward line nine seasons, and with John R. Gillett's tug line eight seasons. He has had wide experience with lake craft, and is well known among vesselmen.

Captain Hindle was married, in Port Huron, Mich., in June, 1881, and has two sons—William H. and Harry E., both of whom are attending school.

ROBERT CRAIG, of Detroit, Mich., was born in Wyandotte, a few miles below Detroit, in the year 1862, and was reared in his native place. When only ten years old he began sailing on the scow *Lizzie Lawson*, and he served before the mast on different schooners for about eight years, when he commenced firing on tug boats, being en-

gaged in that capacity on the tugs *Old Jack* and *Miner*. In 1882 Mr. Craig secured engineer's papers and went on the tug *Quickstep*, as chief, remaining on her two years, and then transferring to the steambarge *James P. Donaldson*, in which he sailed for one year as second engineer. He also served a year as second engineer on the steambarge *Glasgow*, and then returned to tugging, acting for one year as chief engineer on the *John Martin*, and then sailing three seasons as chief of the *J. W. Westcott*. On leaving the *Westcott* Mr. Craig took the position of chief engineer on the tug *C. A. Lorman*, which he held for two years, and later he served one season each on the *George E. Brockway* and the *Blazier*.

Mr. Craig has resided in Detroit during the greater part of the time he has been on the lakes, and is well known among the marine men of that city. He is married and has five children—Thomas, Robert, Edward, Ida and Annie.

WILLIAM SCHUMAKER, of Detroit, Mich., the chief engineer of the steamer *Charles Hebard*, was born near Berlin, Prussia, in the year 1856, came to the United States when twelve years of age, and lived in Marquette, Mich., until 1878. His first experience on the lakes was on the tug *Dudley*, of Marquette, with which he remained a season and a half, and he subsequently worked about three seasons on various Lake Superior boats. He then left the lakes for four years, being employed during that time by the Joliet Steel Company, outside Chicago. Returning to his former occupation, Mr. Schumaker has sailed every season during the last fourteen years, and has been engaged continuously with the *Charles Hebard & Sons Lumber Co.* He was on the tug *J. C. Morse*, in Lake Superior, for one season, was on the steambarge *Alpena* for three seasons as second engineer, and then became chief engineer of her for a season, after which he brought out the steamer *Charles Hebard*, of which he has been chief engineer for the last nine years. The only accident Mr. Schumaker has experienced occurred in 1895, when the *Hebard* and the *Marie Posie*, a Minnesota steam freight-

er, collided in a fog. His boat was damaged to the extent of about \$5,000 by the collision.

Mr. Schumaker was married, in January, 1888, to Miss Kate McCormick, of Detroit, and has three children, William Charles, Celia Jennette and Mary Louise. He has lived in Detroit, his present home, for thirteen years.

JOHN L. MEYER, a young and capable marine engineer, gives good promise of an active and useful future in the line of his calling. He was born March 18, 1872, in Port Washington, Wis., and is a son of Leo and Elizabeth (Fuerst) Meyer, the former of whom, a native of Germany, came to the United States when a youth of eighteen years. He located in Port Washington, where he met and married Miss Fuerst, removing to Ahnapee (now Algoma), Wis., in 1872, and the next year established himself in the hardware business, which he conducted with good success until his death in 1894. His son Julius succeeded to the business as manager.

After his school days were over John L. Meyer was also employed in the store, and he learned the tinner's trade, serving an apprenticeship of four years. In the spring of 1889, when seventeen years old, he shipped in the lumber barge *Ida E.*, owned by James Dempsey, and he remained with her three seasons, serving the second as assistant engineer, and later receiving promotion to the office of chief. In 1894 he went to Green Bay and became chief engineer of the tug *M. A. Knapp*. In the spring of 1895 he went to Duluth, where he entered the employ of Commodore B. B. Inman as engineer of the tug *Pathfinder*, transferring to the *Edward Fiske* and closing the season in the *M. D. Carrington*. In the spring of 1897 he was appointed chief engineer of the lake tug *Bob Anderson*, which position he again assumed in 1898, Capt. Louis King being in command. Mr. Meyer was instrumental in saving the life of Al LeDuc, a fireman, who, having fallen overboard, would have been mangled by the wheel had it not been for the prompt assistance rendered. On another occasion he jumped overboard and

saved the life of a man who had been knocked out of a small sailboat by the boom. Mr. Meyer is a member of the Marine Engineers Beneficial Association, of Sturgeon Bay, Wis. During the winter months he returns to the old homestead at Algoma. Two of his uncles also follow the lakes: Charles Fuerst as engineer of the steamer *Arcadia*, and William Gnewuch as master of the Milwaukee tug *Welcome*.

CAPTAIN G. C. MORRIS, who has been an honored citizen of Cleveland for many years, comes from a family whose members have been sailors for many generations. He was born in Sheridan, Chautauqua Co., N. Y., August 3, 1839, and is a man of fine physique, carrying his age well. Captain Morris' parents, Capt. Isaac T. and Susan (Whittaker) Morris, were both natives of New York State, and his father will be remembered by the oldest of master mariners on the lakes, as he commenced sailing very early in life, and at the age of twenty-two became master of a full-rigged brig. Later, accumulating sufficient money, he purchased the scow *Monarch*, which he sailed in the trade between Erie and Canadian ports, losing her in 1835 on the Erie peninsula. Soon after this event he purchased a farm near Dunkirk, N. Y., where he reared his family, and thence he removed to Lockport, same State. Having bought a pair of canal-boats he used them on the extension of the canal until that portion was purchased by Charles Reed, who froze out all individual owners, and he then purchased another farm in New York, which he cultivated until his removal to Cleveland, Ohio, in 1859. His oldest son, Isaac T., was also a sailor of renown and was master of the *Twin Sisters*, master and owner of the *S. B. Pomeroy*, the bark *W. B. Shepherd*, the *Fontanelle*, *W. H. Stevens* and *Seaman*. The last boat he sailed was the *Mohegan*. On retiring from the lakes he became a ship broker in Chicago.

G. C. Morris removed with his parents to Lockport, where he attended school until about fifteen years of age, and upon leaving school he went to Cleveland and began his lakefaring life with his brother, Capt.

Isaac T. Morris, as boy on the Seaman. In 1853 he became mate on the Twin Sisters, the next spring joining the W. H. Stevens as mate, and subsequently taking a similar position on the Canisteo. In September, 1861, Captain Morris enlisted in Battery G, First Ohio Light Artillery, with Gen. James Barnett, and became a sergeant of artillery. He participated in the battles of Shiloh, Lost Horse, Corinth, Decket's Station, Murfreesboro, Chickamauga, Ringgold, Big Shanty, and all the hotly contested battles between Chattanooga and Atlanta, serving with honor at Altoona Pass, Kenesaw Mountain, and Marietta; was also at Peach Tree Creek, and took part in the capture of Atlanta, and the battles of Lovejoy Station and Jonesboro. After re-enlistment he became a sergeant in the 193rd O. V. I. He marched with General Sherman to Savannah and through the Carolinas, and participated in the engagements at Barnesville, Columbia and Newbern, receiving his discharge at Washington after the Grand Review at the close of the war with the rank of brevet-lieutenant.

Captain Morris returned to Cleveland and was appointed mate of the bark S. B. Pomeroy, in the spring of 1866 becoming master of the Lucinda Van Valkenburg, which he sailed two seasons, following with two seasons as master of the L. B. Shepherd. In 1870 he purchased the schooner H. G. Williams, but after sailing her a short time appointed a captain in his place in order to accept a position in the United States mail service. His boat was lost in 1872, on Sandusky Point, Lake Erie. He held the position of U. S. local mail agent for ten years, and had supervision of all mail arriving and departing from Cleveland until the close of 1882. He then became switchman on the Cleveland, Columbus, Cincinnati & Indianapolis railroad, in 1887 entering the employ of the city of Cleveland as sanitary officer, in which incumbency he was retained until 1898, when he became messenger and collector for the Produce Exchange Bank.

Captain Morris was married, March 20, 1867, to Miss Eliza Poole, of Cleveland, who was a half-sister of William Truscott,

a prominent man of that city. To this union were born two children, George and Charles, whose mother died in 1879. Captain Morris chose for his second wife Miss Phoebe Mills, of Norwalk. Their daughter, Clara L., is a graduate of the high school in Cleveland, of Oberlin College and of the College of Music. John W. is a graduate of the Cleveland high school, and George E. is still a pupil. Socially the Captain is a member of the Knights of Honor, the Odd Fellows, Stedman Post, G. A. R., and the Knights of Pythias. The homestead is at No. 83 Southern avenue, Cleveland, Ohio, but the family now reside at No. 65 Eagle street.

CAPTAIN JOHN N. STEWART, who has been a resident of Saginaw, Mich., for about thirty-six years, and has sailed out of that port since 1862, will be remembered by the old-time lake mariners as a pleasant and companionable man, and a thorough seaman. He was born in Buffalo, N. Y., February 2, 1837, a son of Noridon and Mary (Lloyd) Stewart, the former of whom, a native of Pennsylvania, was a captain and owner of lake vessels, and a wrecker and diver. He owned and sailed the schooner Sandusky, in which he carried the cobblestones for the first street paving in Buffalo; he was mate of the steamer Ellen Strong when she was destroyed by fire off Monroe, Mich.; he assisted in wrecking the steamer Erie, which was burned and sunk. Among the relics which he secured from the Erie were seven Mexican silver dollars which had been smelted and joined together by the heat; these passed into the hands of his son. Noridon Stewart had a ship repair yard in Detroit, where the Michigan Central depot now stands, and there repaired the schooner Dale (which he hauled out) and many others of that class of vessels; he also assisted in hauling over the Lake Superior portage the first steamer that passed into those waters before the canal was built. He died in 1840 at Hamburg, near Buffalo, N. Y. His wife, who was also well connected, died about a year previous. She was a native of New York City. They left two sons, Charles H.,

who is a marble cutter and dealer; and John N., whose name introduces this article. After the death of the father the two boys were taken to Detroit, where they lived with their mother's sister, Mrs. Campbell, whose son is now in charge of the Detroit & Windsor ferry boats.

It was in the spring of 1849 that Capt. John N. Stewart began sailing, as cook in the scow Brandywine, and following this service with two seasons in the schooner Dolphin, in the same capacity. In 1852 he shipped as wheelsman in the passenger steamer Telegraph, with Captain Pidgeon; the next season he was decksweep in the side-wheel passenger steamer Baltic, with Captain Lundy; in 1854, chief decksweep in the passenger steamer Southern Michigan, plying between Buffalo and Toledo; in 1855, mate in the fine side-wheel passenger steamer Bay City, Capt. James M. Lundy, plying between Detroit and Sandusky. During the two years he was in this steamer he was connected with what was known as the underground railway, whereby escaping slaves reached Canada, the Bay City touching at Amherstburg at night, and at different times he thus helped fourteen slaves to freedom, they occupying his room on the passage. On one occasion they had both a master and his slave aboard. The master recognized the runaway, but he slid down the sideguard and got away. On reaching Detroit the Southerner had both Captain Lundy and Mr. Stewart arrested, but he found public opinion against him and he did not prosecute. During the seasons of 1857-58 Captain Stewart was mate with Captain Lundy in the passenger steamer City of Cleveland, plying between Cleveland and Superior City. The next spring he was appointed master of the side-wheel steamer Olive Branch, owned by his uncle, William P. Campbell, and opened the route between Detroit and Trenton, holding this berth three seasons. During the fall of the last season he purchased a half-interest in the steamer Star, which he sailed two seasons, and on July 4, 1862, he went on her to Saginaw and located in that city. In 1864 he built the tug S. R. Kirby, of which he made a passenger boat, sailing her on the Sagi-

naw river. He then built the tug Star No. 2, which he sailed two seasons, and after selling her he bought the side-wheel steamer Excelsior, which he soon disposed of. In 1869 he built and brought out the passenger propeller John N. Stewart, a fine boat, which he sailed three seasons between Saginaw and Sebawaing, she being the first steamer ever run into the latter port. She paid for herself the first season, but was destroyed by fire at Sebawaing on her last trip. Captain Stewart then built the tug W. S. Quinby, which he sailed in the passenger trade between Saginaw, Asheville and Port Austin for five seasons, the last two seasons working on a government contract at Port Austin reef, in the construction of a lighthouse. In 1877 he sold her and bought an interest in the barge Mary Birckhead, which he sailed four seasons; she was lost on the Lime Kiln Crossing the next year.

During 1881-82 Captain Stewart sailed the schooner Norway, and the next season stopped ashore as secretary for Capt. Harry Shaw. In the spring of 1884 he purchased an interest in the steamer H. C. Thatcher with Captain Shaw, and sailed her between Painesville and Cleveland, carrying brick for six seasons. He then took her to Toledo, out of which port he sailed her two seasons, until the hull was condemned by the government; the Captain took out the engines and boilers, which he still possesses. Proceeding to Buffalo he took command of the excursion steamer Periwinkle, sailing her in the excursion business out of Saginaw and Toledo for two seasons, and in the spring of 1896 he was appointed to his present position—master of the fine pleasure steamyacht Fannie H., owned by L. C. Quinnin. During his long career as a sailor Captain Stewart has saved many lives—a man who fell overboard from the steamer Bay City; two men from a capsized boat in Saginaw bay; three men from the bottom of a capsized schooner yacht off Sebawaing; and a man he picked out of the Saginaw river, who abused him because he did not rescue his hat also.

Captain Stewart and his wife have had four children, only one of whom is now

living, Frankie M., the wife of Walter Bliss. Arthur J. died February 22, 1898, aged twenty-one years; Charles H. died in infancy; Nellie died in Saginaw at the age eight years. The Captain has two grandchildren, Harold and Lena Bliss. The family residence is on Thompson street, Saginaw, Michigan.

CAPTAIN JAMES E. BROWN was born at Ashtabula Harbor, Ohio, September 12, 1857, son of Capt. James W. and Rebecca (Woodward) Brown. His father is a well-known lake master and engineer, and is at this writing (1898) sailing the passenger steamer City of Grand Rapids.

James E. Brown attended the public schools of Ashtabula, and when eighteen years of age graduated from the Normal school at Geneva. In the meantime he sailed during the summer months, beginning in the spring of 1868 as boy in the schooner Oneida with his father, and following this service with a season in the tug Ballentine, of Bay City. He then worked in fishing boats about Ashtabula Harbor until 1872, when he shipped in the tug John Prindiville for a season. The next season he engaged as seaman in the schooner Perry White, and in 1874-75 in the Jessie, Wend-the-Wave and Snow Drop, closing the last season as fireman in the tug Dragon. He passed the season of 1876 before the mast in the schooner J. B. Sawyer. He opened the season of 1877 as fireman in the lake tug Sweepstakes, and the two succeeding seasons served in the Dragon. In 1880 he was granted pilot's papers and appointed master of the tug Bradley, of Cheboygan, Mich., sailing her three seasons. During the seasons of 1883-84 he was mate of the passenger steamer Van Raalte, plying between Cheboygan and Sault Ste. Marie, and in 1885 mate of the steamer Messenger, closing the season in the Thomas Friant.

After stopping ashore one season Captain Brown came out as master of the tug Clayt, of Cheboygan. In the spring of 1888 he brought out the tug Cygnet, as master, but closed the season as mate and pilot of the tug Ella Smith, the following season commanding the tug Jennie King.

In the spring of 1890 he joined the tug Denis Brothers, at Menominee, as master, but resigned her to go in the tug Favorite, of the Swain Wrecking Company. He was master of the tug B. W. Aldrich in 1891 and mate of the wrecking tug Favorite again in 1892-93. The next spring he was appointed master of the tug Violet H. Raber, and in 1895 he entered the employ of Commodore B. B. Inman, of Duluth, as master of the tug Pathfinder. On September 1, while towing the steamer Joliet on St. Louis bay, he had a collision with the tug Medina and his line got under the bow of the steamer, capsizing the Pathfinder, whose fireman was drowned. His license, of which he then had sixteen issues, was revoked, as was also that of the master of the Medina; in a suit brought for damages judgment was rendered, on July 12, 1898, against the Medina. During the time Captain Brown's license was suspended he was engaged in wrecking with the tug Favorite. On October 7, 1897, he was again granted papers, and appointed master of the tug A. C. Adams, of the B. B. Inman line. In the spring of 1898 he brought out the tug Edward Fisk, sailing her until July 1, when he was transferred to the J. L. Williams, his present command.

In 1885 Captain Brown wedded Miss Jennie Palmer, daughter of George Palmer, of Cheboygan, Mich., and one son, James L., has been born to this union. They reside on Ninth avenue, Duluth, Minn. Socially, the Captain belongs to the Knights of Pythias.

CAPTAIN S. CRANGLE is one of the oldest lake navigators to be found around Toronto, and during his lifetime he has had opportunity for observing wonderful changes not only in the city of Toronto but in the marine world as well. He is one of those hale old mariners who have "grown right up," as they say, on the inland waters, and there is not a port, harbor or shoal on the Great Lakes with which Captain Crangle is not acquainted. He was born in Ireland in 1839, and was "imported" by his parents to Canada in 1845. Being exceptionally bright, he developed early, and had already

laid a good foundation for an education before he left the schools of Ireland at the age of six years. His knowledge was further augmented by a course in the public schools at Mimico, a small port on the north shore of Lake Ontario a few miles west of Toronto.

Captain Crangle seems to have taken naturally to the water. At twelve years of age he shipped on board the coasting schooner *Mary Ann*, under Captain Williams, whose son, Capt. George Williams, of Toronto, eventually sailed in the same vessel, a small craft, capable of carrying twenty-five tons of freight. The place at Small's wharf, where the *Mary Ann* used to put in at Toronto, is now covered with buildings. From that unpretentious beginning Capt. Crangle gradually advanced until, having had charge of several vessels, he became owner and master of the *California*, one of the largest propellers on the lakes at that time. During his ownership he found that the strides being made toward size and capacity in marine construction were so great that his vessel was rapidly becoming a back number, and he accordingly rebuilt and enlarged her in 1887. In October of that year she foundered in Lake Superior, while under command of another captain, was raised by the underwriters, rebuilt and renamed the *J. S. Pease*. Having disposed of the *California* because he recognized that she was fast getting out of date, Captain Crangle went into a wider venture, and, in company with J. H. G. Hagerty, had the iron steamers *Rosedale* and *Algonquin* constructed in Scotland, taking the position of superintendent of the St. Lawrence & Chicago Steam Navigation Co., with headquarters at Toronto port, which owned those two vessels. Afterward he became a stockholder in the Toronto & Montreal Steamboat Co., of which he is also superintendent, the propeller *Persia*, under command of Capt. J. H. Scott, belonging to that concern. Although Captain Crangle has been in different vessels on the lakes for nearly half a century no serious accident has ever happened under his hand. He has been extremely fortunate in this respect, for not a man in his employ ever had a limb broken

or was otherwise hurt, and the Captain justly prides himself on his record.

Another proof of Capt. Crangle's ability for his chosen calling is the fact that for three successive seasons, 1892-83-94, he was elected president of the Canadian Marine Association. Truth is, he might have occupied that position for a longer term had he so desired. Notwithstanding his active life, or perhaps on account of it, he is still hearty, and performs his onerous duties in connection with the superintendency of the two steamboat lines with an energy which would do credit to many a younger man. The Captain is an enthusiastic cyclist.

WILLIAM H. BISHOP is a son of Orris and Sarah (Philps) Bishop, and a brother of Edward Bishop, who was in the Thunder Bay life-saving station for a time and is now lighthouse-keeper at that port. Mr. Bishop was born in Marshalltown, Iowa, March 14, 1863, and attended the public schools in his native place until he reached the age of fifteen years. He then opened his lakelifing life as lineman on the tug *E. H. Miller*, out of Alpena harbor, on which he remained six years. In the spring of 1883 he entered the employ of the Thunder Bay Boom Company as engineer of the tug *Segison*, retaining that berth three years, and in 1886 he joined the tug *Ralph*, as engineer, with Capt. C. W. Richardson, now hull inspector in Chicago. The next spring he went to Detroit and shipped in the river tug *Kate Williams*, as engineer, for a short time, after which he went to Cleveland and entered the employ of L. P. & J. A. Smith as engineer of the tug *Maggie Sanborn*. He continued with this firm four years, transferring from one tug to another as occasion required. In the spring of 1891 Mr. Bishop shipped as second engineer on the steamer *John W. Moore*. The next season he was on the steamer *Empire* for a time, and after leaving her served as second engineer on the *C. J. Kershaw* and *E. S. Pease* until fall, when he shipped on the fish tug, *King*, at Erie, Penn. In the spring of 1893 he came out as second engineer on the steamer *A. Everett*, transferred to the *Nellie Torrent*, and in the fall joined the fishtug *Siskiwitt*.

The next season he was second engineer of the steamer *Nahant*. In 1895 he served as engineer of the tug *S. S. Stone*, till August, closing the season on the steamer *Horace B. Tuttle*. In 1896 he came out as first assistant on the *Griffin*, transferred from her to the steamer *Argonaut*, and at the close of lake navigation shipped on the steam canalboat *John Lang*, and went to the Atlantic coast by way of the Hudson river and the Sound. Returning to the lakes the following season, he fitted out the steamer *Pascal P. Pratt*, and ran her till June, when he took engineer's berth on the large tug *Chauncey Morgan*, of the Cleveland Towing Company.

Mr. Bishop was married to Miss Emma Horn, of Cleveland, on June 30, 1897. He is a member of the Marine Engineers Beneficial Association.

CAPTAIN G. H. PLEASANCE, now retired, is proud of his record of active service on the lakes, during which he never lost a man, touched bottom or met with an accident. The Captain's first sailing experience was obtained in 1851 on the side-wheel steamer *Buckeye State*, which later in the season took fire and was scuttled in Buffalo harbor, and he was engaged in the side-wheel steamer *Queen City* to the close of navigation. In 1852 he was second mate of the side-wheeler *Alabama*, and the following season shipped in the same capacity on the side-wheeler *Crescent City*, which was one of the largest vessels on the lakes at that time. He remained on her six years, and in 1859 he shipped as mate of the *Western Metropolis*, serving on her two seasons. During 1861 and 1862 he was master of the well-known steamer *City of Buffalo*, a magnificent side-wheeler, 340 feet long, with a capacity of 2,200 tons, which was used in the Cleveland and Buffalo trade. Toward the close of the year 1862 the machinery of the *City of Buffalo* was purchased by the government to be placed in a navy vessel, and the hull was fitted with a screw propeller. During the season of 1863 Captain Pleasance sailed the *Forest Queen*, and the year following he was master of the *Lady Franklin*. This

service closed his career on the lakes, as in that year he retired from sailing, settling in Cleveland.

JOHN L. CROSTHWAITE, son of William Crosthwaite, obtained his education in the public and private schools of Buffalo, graduating in 1872. He first became connected with lake interests as owner of the *Catlin*, a vessel of about 1,000 tons burden, and as part owner of two others. In 1876 the *Catlin* was lost, and Mr. Crosthwaite sold his interest in the other two, and from this time on until 1880 he had no connection with the lakes, being engaged as a deputy collector of customs in Buffalo. In the year 1880 he went down unto the Central wharf, which then extended from the foot of Main street west to Lloyd street, and was the center of the commerce of the port. There close to the river stood the Merchants Exchange building—a two-story edifice with a porch all around, which all vessels coming into the port had to pass, and the entire commerce of the port was then transacted within a radius of 300 feet from this building. Here Mr. Crosthwaite in the year last mentioned began the vessel brokerage business in which he has been engaged ever since. In 1883 he bought the *Pinch* and the *Hawk*, and soon afterward purchased the *Champion*, of 556 gross tons, and the *Potomac*; the schooner *Alice B. Norris*, of 597 tons; the schooner *C. B. Jones*, of 470 tons; the steamer *Cormorant*, of 1,040 tons; and the steamer *St. Louis*, of 795 tons, net tonnage being understood in each case. It is also generally understood by lake men that the carrying capacity of a vessel is from one-third to one-half greater than the net tonnage, so that the *St. Louis*, say, had a carrying capacity of at least 1,000 tons. In connection with the history of the *St. Louis* it is worthy to remark that she was the first large vessel to go down to the Niagara Falls Paper Company's plant, which is within two miles of Niagara Falls; and that before the attempt was made to take down so large a load it was considered by most if not all vesselmen to be a dangerous undertaking. However, she made the trip and has repeated it many

times since, and other vessels have also gone down the Niagara river to that point in safety.

The original stockholders of the Niagara Falls Paper Company were Messrs. Lewis A. Hall, of Buffalo; J. C. Morgan, of Erie; John L. Norton, of Chicago; and John L. Crosthwaite, of Buffalo. Since the establishment of the company in 1892 the number of stockholders has been largely increased, and the plant is now worth \$1,500,000. In December, 1896, Mr. Crosthwaite made a contract with the F. W. Wheeler Shipbuilding Company, of Bay City, Mich., for the construction of a steel steamer to be used in carrying wood pulp from the upper lakes to the works of the above-named company at the Falls. This new vessel, named the Niagara, was launched May 27, 1897, and is the first steel ship made with a wooden bottom, which is constructed of heavy oak timbers, as the wood will stand coming in contact with rocks at the bottom of the lakes better than steel. She is provided with triple expansion engines, and her dimensions are 280 feet keel, 42 feet beam and 20 feet deep, with a carrying capacity of about 4,000 tons. She goes down the river to the Niagara Falls Paper Company's plant, as did the St. Louis before her, and this notwithstanding the many predictions that it was impossible in the case of so large a vessel. The partners of Mr. Crosthwaite in the building of this large steel steamer were Mr. D. O. Mills and Mr. Louis A. Hall, both of New York. Their object in this enterprise is to show that the Niagara river is navigable.

WILLIAM CROSTHWAITE, for many years one of the leading shipbuilders on the Great Lakes, began his career in Buffalo in 1841, in connection with Thomas Banta, one of the earliest shipbuilders in that place. He was subsequently with Bidwell & Banta. In about 1848 Mr. Crosthwaite began building boats on his own account, and during the earlier part of his career he built a great many tugs, the names of which it would be useless to record. In 1856 he converted the Empire into a floating dry

dock. In 1862 he built, in Buffalo, the steamer Oneida, and in 1863 the tugs Governor and Tillie C. Jewett, both of which were employed as blockade runners during the war of the Rebellion. About this time he removed to Bay City, Mich., built the first dry dock in that place, and established the shipyard which is now a part of the one owned by F. W. Wheeler & Co. He built the schooner William Crosthwaite, of 371 tons; the schooner John Kelderhouse, of 500.66 gross tons, in 1867; the schooner American Giant, of 365.41 gross tons, in 1868; the schooner A. C. Maxwell, of 469.13 gross tons, in 1870. Removing now to East Saginaw, Mich., he there built the schooner William S. Crosthwaite; the schooner T. P. Sheldon, in 1871; the Morning Star, the Evening Star and the B. F. Bruce. Returning to Bay City, he built the Robert A. Packer, in 1881; the Queen of the West, of 625 gross tons, in 1881; the Nevada, the Iowa, and the L. W. Drake, of 456 gross tons, in 1881, and the Oregon, of 845 gross tons, in 1882. Disposing of his interests in Bay City, Mich., Mr. Crosthwaite removed to Portland, Ore., where for a few years he was engaged in the building of vessels for ocean traffic, retiring from active business in 1885. He is now living at Los Angeles, California.

CAPTAIN KENNETH FINLAYSON, of Detroit, was born in the county of Ross, Scotland, June 29, 1838, a son of Daniel Finlayson; with whom he came to the United States in 1853. The father being a sailor, assisted upon the vessel in which he was bringing his family to America. The mother died during the voyage, and the family, after locating on the St. Clair river became broken up, each one seeking his own destiny. Daniel Finlayson was a sailor on the lakes for many years, serving on the Detroit & Cleveland line as master at one time, and met his death by suffocation on the St. Paul.

Kenneth Finlayson went on the lakes in 1854 as deckhand on the Ruby, and was engaged thus for two seasons. Later he was on the Huron and John Owen, and then on the Magnet as wheelsman, and in the

years following he served on the Dunkirk, Forest Queen, Ocean, Buffalo, Kenosha, and Equator, sailed on the St. Lawrence river in the mail service during the years 1864 and 1865, and was master of the W. R. Clinton in 1871. He has been also master of the Galena, the Adriatic, the Idlewild, and the Metropolis. In 1871 the Captain purchased the schooner St. Stevens, sailing her until 1873, when she was lost.

Captain Finlayson was married on August 14, 1870, to Miss Catherine McRae, a member of a family of sailors of the old-time class. The only child of this union now living is Mary Bell, who was born August 16, 1874; four children, Katie, Margaret, and two sons, died in infancy. Captain Finlayson has had an exceedingly fortunate career in his chosen life-work. He is well-known to the lake-faring class as a man of character and ability, and is highly esteemed by all his friends and associates.

CAPTAIN W. J. ROBERTSON, son of Daniel and Caroline (Dwyer) Robertson, was born in Cleveland, Ohio, September 22, 1857. His father, who was a native of Scotland, was a salt-water sailor and afterward for many years master of lake vessels, among which are mentioned the Riverside, William Brandy, Kate Winslow, Middlesex, brig C. G. Breed, and schooner Helena, which he brought out new. Daniel Robertson came to the United States in 1848 and located at Cleveland, where he met and was united in marriage to Miss Caroline Dwyer, formerly of Oswego, New York.

Capt. W. J. Robertson attended the Cleveland public schools, receiving a liberal education. He then joined his father in Smith's rigging loft, and, after remaining there two years, entered upon his career as a sailor, serving as boy in the schooner Middlesex, bark Merrimac and schooner Kate Winslow, until 1877, when he was appointed second mate of the schooner William Grandy, holding that berth two years. In the spring of 1879 he shipped as second mate of the schooner Kate Winslow. The next spring he went as fireman on the tug Levi Johnson, owned by Pennington & War-

ner, remaining on her two seasons, after which he served in a like capacity on the tugs Old Jack and H. N. Martin, out of Cleveland, Eber Ward, out of Detroit, and Levi Johnson, S. S. Coe and F. C. Maxon, on contract work at Milwaukee. In the spring of 1885 Captain Robertson entered the employ of Capt. Patrick Smith, his first appointment being that of master of the tug James Amadeus, followed by service in a like capacity on the tugs Fanny Tuthill and L. P. Smith. He then took out engineer's papers and was appointed engineer of the tug Maggie Sanborn, on which he continued one season, acting at times in the capacity of both engineer and master. For some time following he sailed the tug Dexter out of Ashtabula, and on his return to Cleveland took command of the tug Tom Dowlings, transferring to the L. P. Smith before the close of the season. The following season he brought out the tug W. H. Doan for Capt. Robert Greenhalgh, afterward taking charge of the C. E. Bolton and the Mary Virginia. He then entered the employ of L. P. & J. A. Smith as master of the N. B. Gates, and while in the employ of that firm sailed successively the tugs Patrick Henry and S. S. Stone.

Captain Robertson then went to Fairport, Ohio, and took charge of the R. K. Paige, holding the berth of master three years, during which time he made his home in that port. The next season he went to Ashtabula and was appointed master of the big tug Wisconsin, which he sailed until he was again called to Fairport, to take charge of the Annie. In the spring of 1893 he went to Sandusky with the tug Myrtle, remaining there on contract work three months, after which he entered the employ of the Cleveland Vessel Owners Towing Company, as master of the tug Alva B., one of the smartest tugs operating out of that port; later he was on the Dreadnaught and Tom Maytham. In the spring of 1894 he went to work for the Cleveland Towing Company as master of the S. S. Stone, going to Ashtabula the season following to sail the tug Sunol, on which he was engaged the entire season. In the spring of 1896 he returned to Cleveland and sailed the tug

Kennedy for the Cleveland Towing Company. After Captain Dell Moffett resigned the position of master of the tug Chauncey Morgan, early in the spring, Captain Robertson was appointed to her and continues to sail her at this writing. Captain Robertson has been instrumental in saving many lives. In the fall of 1884 he put a new crew aboard the Zach Chandler, which lay at anchor outside the breakwater, leaking badly and under great stress of weather. The act was attended with much danger. He also saved the crew of a vessel while master of the tug Stone. He has eighteen issues of first-class master's papers, and a number of engineers licenses. He is a member of the American Association of Masters & Pilots.

Capt. Robertson was united in marriage to Miss Emily Stevenson, of Cleveland, November 3, 1880. The children born to this union are Mira Elizabeth, Franklin W. and Gracie. The family residence is at No. 60 Harbor street.

WILLIAM W. AXE comes of a patriotic family. He is a son of Lorenzo C. and Ellen P. (Philman) Axe, the former of whom enlisted, in 1861, in Company I, Seventy-eighth O. V. I. and served throughout the war of the Rebellion, participating in some of the most hotly contested battles of that struggle. Four of his mother's brothers, Joseph, Jonathan, John and William, also served with honor under command of General Sherman in his famous campaign through Georgia and the Carolinas. Jonathan and William were killed in action, and William and Abel Axe died in the service. Joseph Philman, who is now very wealthy, lives at Silver Cliff, Cal., and John at San Francisco. Lorenzo Axe had two sisters, Mrs. Lydia Kinsey and Mrs. Mary Calhenn; Mr. Kinsey was wounded in action in the Civil war and subsequently died, and his widow is now postmistress at Georgetown, Penn. Mrs. Calhenn's husband also died in the army; she is now teaching a select school in East Liverpool, Ohio.

William W. Axe was born December 9, 1859, in New Lisbon, Ohio. His parents later removed to New Garden, where he at-

tended school until he reached the age of sixteen years, after which he went to Mount Union College for two terms. Mr. Axe is a genial and companionable man, and he is a born musician. In 1881 he accompanied Sells Brothers circus through the South in that capacity, remaining with the same two years, and in 1883 he accepted a position in the orchestra of the Stat's Dramatic Company. In 1885 he went to Cleveland and entered the employ of John Schlitz as clerk in a hotel and restaurant, holding that place two years, and in 1887 going to work as clerk in the "Hollenden Hotel," where he also remained two years. In the spring of 1889 he was appointed police clerk in the city of Cleveland during Clem B. Hull's incumbency, later receiving the appointment to his present position, clerk of the extension ore docks of the New York, Pennsylvania & Ohio Railroad Company.

Mr. Axe was united in marriage to Miss Nellie L. Riley, of Cleveland, in 1888. Five children, Charles Edward, Eda Elizabeth, Eva Marie, Elmer Emmet and Willie, have been born to this union, and they are all vigorous and healthy. The family residence is at No. 41 Freeman street, Cleveland, Ohio. Fraternally Mr. Axe is a member of the Knights of Pythias and the Knights of Khorassan, Jan Ben Jan Temple No. 27.

JOHN JOLLY, Toronto manager of the Hamilton Steamboat Company has attained a good standing in the marine world through energy and innate business qualifications which make him eminently fitted to occupy such a position of responsibility as he now holds. There is no doubt that his proverbial affability of temper has also had its share in his success, for there is no more popular man connected with a steamboat company on the whole line of the lakes. For the first six years of his career he was a commercial traveller, only abandoning that line of work to take an important situation with the Grand Trunk railroad of Canada, which he held for seven years, resigning in 1894 to accept the post which the Hamilton Steamboat Company offered him, that of local manager at Toronto.

Mr. Jolly is a native of Canada, and was born in Prince Albert (now Port Perry), Ont., on August 15, 1866. In 1892 he was married to Miss Maud Playter, one of the belles of Woodbridge, Ont., who is as popular among the ladies as Mr. Jolly is among the men. In politics he is a strong Liberal, and is not ashamed to avow his principles.

A. R. MILNE was born in the historic old town of Kingston, Ont., in 1842. He attended the public schools of his native place until he began his career as a mechanical engineer, at the age of fourteen years becoming an apprentice in the Kingston Locomotive & Car Works. Here he remained four years, until the different parts of the locomotive engine, and their relations to one another, became as familiar to him as the rising and setting of the sun, and then he went to Montreal and took up marine engineering in the shops of E. E. Gilbert, returning to Kingston after two years' experience in this line. Mr. Milne passed his examination as engineer in 1860, but as he was not yet of age, the inspectors were compelled, by law, to withhold his certificate until he reached his majority. Very shortly afterward he took charge of the engines of the steamers *Pierpont* and *Gazelle*, which ran between Kingston and Wolf Island, from these boats transferring to the steamers *Montreal* and *Ottawa*, of the Jacques & Tracy line, running between Hamilton and Montreal. Later on he took charge of the engines of the *Rochester*, afterward called the *Hastings*, and now familiar to Toronto people as the *Eurydice*; she at that time ran between Cobourg and Charlotte. Following his service on this boat he took charge of the engines of the *Bay of Quinte*, a steamer owned by Mr. Charles F. Gildersleeve, the present general manager of the Richelieu line.

About this time Mr. Milne (then only twenty-eight years of age) returned to Kingston and built the fine steamer *Pierpont*. From this boat he went on the *Norseman*, now the *North King*, which runs between Port Hope and Charlotte, remaining on her until he was sent for to fit out the steamer *Vanderbilt* at Lindsay, Ont., a boat which

was designed to ply on the Scugog and Sturgeon lakes. This work completed, Mr. Milne went to St. Catharines to complete the steamer *Lothair*, in which the second compound engine on Lake Ontario was placed. The following six years he was engaged on the steamer *Alexandria*, running between Montreal and Charlotte, which was owned at that time by Mr. Walter Ross, of Picton, and is now the property of Mr. A. W. Hepburn, of the same place. For fourteen years following the last-named engagement Mr. Milne was chief trade instructor in the Kingston Asylum. Always fertile in original, and at the same time practical, ideas, this gentleman became the inventor and designer of the Sanitary Gas Machine, which, both in theory and practice, has proved a brilliant success, and is now in operation in the Kingston Asylum, the town of Brampton, and at other points. For about a year Mr. Milne traveled for Messrs. George Bertram & Sons, the well-known shipbuilders of Toronto, and afterward visited the United States on business connected with his own invention. On his return he again took charge of the *Alexandria*, and continued on her until the end of the last season, when he accepted his present position, that of first engineer on the *Passport*, one of the finest steamers in the Richelieu line.

Mr. Milne has a fine family of six sons, all of whom are launched successfully on the sea of life. The eldest, William O., is editor and proprietor of the monthly financial journal, *Money and Risks*, Toronto; T. J. and Frank E. have a steam laundry in Kingston; Frederick E. is manager of the wholesale house of Fred E. Saul, Syracuse, N. Y.; A. C. is paying teller in the Peterboro branch of the Canadian Bank of Commerce; Melville E. is studying medicine at Queen's University, Kingston.

Mr. Milne has done considerable traveling in America, and two years ago visited Scotland with the Independent Order of Foresters, of which organization he is past high chief ranger. He is also a past president of St. Andrews Society. So well is Mr. Milne known, and so highly respected in Kingston, that he was chosen by the large-

est and most influential ward in that city to represent her citizens in the municipal council. His career has been successful and highly honorable, and is worthy of more than ordinary notice.

CAPTAIN GEORGE MOULTON, of the Toronto Ferry Company's steamer *Mayflower*, had a long and varied experience on the Great Lakes. Born in St. Catharines, in 1842, he has resided chiefly in Port Credit and Oakville, the latter place being his present home and winter headquarters. The Captain first took to sailing in 1857, when he joined the crew of the *Resolute*, a schooner plying between Toronto and Wilson, N. Y. Subsequently he was on the schooners *Eliza Wilson* and the *Champion*, of Oakville, and mate on the schooner *Forest Queen*, afterward becoming captain of the schooner *Paragon*, engaged in the Ash-tabula coal trade. During fourteen of the forty years in which he has been sailing the Great Lakes, Captain Moulton has been in the service of the Toronto Ferry Company.

The Captain was married in 1874, and has three children, who reside with their parents in the pretty little port of Oakville.

CAPTAIN THOMAS THORKILDSEN, master of the schooner *James C. King*, is a native of Norway, having been born in 1841, son of Grador and Christina Thorkildsen. The parents were also born in Norway, and the father followed the trade of boiler maker. Thomas Thorkildsen received his education in his native land, and before commencing his seafaring life was employed in machine shops. He sailed on salt water for nine years, in English and Dutch vessels, and after coming to the United States commenced sailing on the lakes. For nine years he was on the steamer *Benton*, and for the past two years he has been captain of the schooner *James C. King*.

In 1887, at Saginaw, Mich., Captain Thorkildsen was married to Miss Maggie Gonnico, of that city, and they have two children: Diana C., born November 25, 1893, and Norman Frederick, born November 17, 1895. They reside in Bay City, Michigan.

In his career both as a salt-water and fresh-water sailor the Captain has been very fortunate, never having met with any disaster or accident worthy of mention.

B. L. PENNINGTON has had vessel interests on the lakes since 1865, and he has been an eye-witness to and an active participant in the growth of shipping up to the present day, when the tonnage on the Great Lakes has reached such magnificent proportions. In 1865, in company with J. H. Palmer, he purchased the scow *Granville*, and he has since owned interests in the following crafts: The schooner *Come-ly*; the brig *George M. Abell*; the bark *David Morris*; the steamer *Lady Franklin*; the scow *Moses Gage*; the steamer *City of Rome*; the schooner *Emma C. Hutchinson*; the steamer *H. B. Tuttle*; the schooners *George H. Ely* and *E. A. Mayes*; the steamer *Anna Smith*; the schooner *Brightie*; the steamers *Spokane* and *George Spencer*; the schooner *B. L. Pennington*; and the steamer *C. B. Lockwood*; of the three last named he is managing owner at the present time. All the others have been lost or sold.

CAPTAIN CHARLES J. HOLMES, who was, at the time he became master of the steamer *Wallula*, but twenty-four years of age, and perhaps at that time the youngest steamboat captain on the lakes, is a son of Capt. Walter and Elizabeth (Richardson) Holmes, both of Liverpool, England. The father is an old salt-water sailor, and while in the employ of the Moss line of merchant ships was mate of many vessels and master of the steamer *Isis*, in the Mediterranean trade. In 1860 he came to the United States, locating in Brooklyn, N. Y., and entered the service of the Tapscott line of packet ships as mate of the famed sailing packet *Dreadnaught*, later serving as master of the full-rigged packet ships *Red Jacket* and *Blue Jacket*, owned in Liverpool. He remained with this firm until he was appointed master on the new ship *Nonpareil*, of Boston, which was his first American boat. After sailing her for some time he transferred to the new ship *Governor Wil-*

mot, which he sailed for several years, being retained in his position when she was sold to an English firm, with other ships of the same line. After some time this company sold their ships and purchased steamboats, and Captain Holmes was appointed master of the new steamer *Cella*, 2,666 tons, on which he remained several years, resigning to take command of the new steamer *County of Salop*, 1,547 tons. His next steamer was the *County of York*, 1,550 tons, which he sailed until 1894, when the company discontinued business. Captain Holmes had money interests in the two last named vessels. He then removed with his family to Port Huron and later to Cleveland, where he now resides.

Capt. Charles J. Holmes, the subject proper of this sketch, was born in 1868, in Brooklyn, N. Y., where he attended the public schools about eighteen months, his mother, who is an intellectual and notable teacher, completing his education on shipboard. In 1879, at the age of eleven years, he went to sea on the *Stratton Dudley*, on which he remained three and one-half years, his ship being engaged in the East India trade between Calcutta and San Francisco. On his recovery from illness, which confined him to the hospital in Calcutta two months, he joined the ship *Eulomane*, before the mast. On arriving at Liverpool, he shipped as third mate on the *Sardinia*, leaving her at Portland, Oregon, to become second mate of the bark *Cambria*, of the same line, bound for Havre, France. In 1885 he shipped as second mate of the bark *Antilles*, a Nova Scotia vessel bound for Chili and Peru and thence to Panama. During the voyage the whole ship's crew died of yellow fever except the captain, young Holmes and the steward. He left the *Antilles* at Panama, and, with a friend named Samuel Crocker, purchased the small sloop *Penelope* and engaged in picking ballast off the beach. This work not proving profitable, they ran the sloop to Galapago, where they took turtles to sell to the Pacific mail-steamers out of San Francisco. They then traded along the coast until they aroused the suspicions of the Colombian government revenue cutter,

and were driven away, making good the run after a three-days' chase. The sloop was then sold and Captain Holmes shipped on the *William H. Starbuck*, Captain Reed, out of San Francisco for Havre, France, and thence to New Town Creek, N. Y. His next berth was that of second mate on the *Narwahl*, out of Nova Scotia, bound for Liverpool with crude oil. In 1887 Captain Holmes joined the ship *Nettie Murphy*, on which he served as second mate and mate, making four voyages in her, three to Liverpool and one to Savannah. In 1888 he went as mate of the bark *Howard A. Turner*, between New York, Liverpool and Sidney, Australia, and later became mate of the brig *Argyle*. The next season he engaged as mate of the *Narwahl* to Liverpool and return to St. John, N. B., thence on the *Ranney A. Booth* to New York, taking passage by rail to Buffalo, and in the spring of 1890 shipping as second mate with Capt. B. Nelson on the schooner *John Martin*; three months later he was made mate of her.

In the spring of 1891 Captain Holmes came out as second mate of the steamer *George T. Hope*, closing the season as second mate on the steamer *Elfinmere*. During that winter he took the steamyacht *Nydia*, owned by Dr. A. B. Pierce (of Golden Medical Discovery fame), *via* the Welland canal to Florida and up the St. John river, returning with her in the summer of 1892. He then went to Toledo and served as lookout on the steamer *Frank A. Wheeler* and as second mate on the steamer *Roumania*, one trip each, finishing the season as mate on the steamer *Spokane*. In the spring of 1893 he was appointed master of the steamer *Wallula*, sailing her until the close of the season of 1896, when she was burned off Conneaut; she was raised and towed into Cleveland harbor and repaired. During the winter of 1894 he was master of the brig *Margaret E. Deems*, engaged in carrying contraband articles between New York and Hayti for the Cuban army. On one trip he was in Havana and stopped at the hotel where General Weyler was. In getting outside of the lines in a small boat he was fired on and wounded on the

shoulder, but he made good his escape, and after landing at Vera Cruz had the bullet extracted. In the winter of 1895 he again went to Cuba as master of the torpedo boat *Libre*, out of Hoboken, N. J., his destination being twenty-two miles east-northeast of Matanzas. During the winter of 1896-97 he purchased, rebuilt and refitted the sloop yacht *N-E-W-S*, the name signifying either the points of the compass (as his purpose is to go around the world with her) or News (as he will go in the interest of journalism). The Captain is now in Cleveland making business arrangements in furtherance of that project. He is a member of the American Association of Masters & Pilots, and marshal of the Port Huron Lodge of the Ship Masters Association; he carries Pennant No. 968.

Captain Holmes was united in marriage in 1895, to Miss Marguerite A. Brandy-more, daughter of James Brandy-more, head draftsman for the Howard Lumber Company, of Port Huron, Mich. Two children, Frances Maynard, who died at the Sault, and Nelson Farragut, were born to this union. The family homestead is at Port Huron, Michigan.

COREY, H. BUZZARD, a marine engineer well acquainted with the lakes and all work pertaining thereto, is the son of Capt. John and Electa P. (Arnold) Buzzard, the former of whom is still living at Port Huron, a well-known vesselmaster of the earlier days. Mrs. Buzzard was a daughter of Capt. Joseph Arnold, who was a prominent ship-builder some years ago, and at one time owned all the land which is now included in the town of Marysville. She died January 10, 1896, at the age of sixty years. Capt. Edward J. and Walter H. Buzzard, sons of Capt. John Buzzard, who now reside in Port Huron, have both spent several years of their lives on the lakes.

Corey H. Buzzard was born August 20, 1864, at Port Huron, Mich., and received his education in the public schools of that place, later entering the Phoenix Iron Works, where he spent four years. He was subsequently employed for three years in the Port Huron & Northwestern railroad shops. At

the end of this time he was given the position of gang boss in the Industrial works at Bay City, engaged in constructing wrecking implements for railroads, and upon leaving this employ he came to Detroit, where he now has his home. Some time previous, on June 25, 1886, he had received a license for engineering at Port Huron, this being the first license issued under the new law and the last one issued by Asa Cole, who was for many years well-known at Port Huron, especially in marine circles. Mr. Buzzard carries a first-class license, his last one time unlimited, having passed examination in 1892, under inspector Daily, of Detroit. His first employment in the city was in the Detroit & Milwaukee car shops, after which he came to the Dry Dock Engine Works; where he was engaged during the winter season for about five years.

Mr. Buzzard's life on the water really began when he was fourteen years of age and he sailed with his father during the summer season. He shipped first on the *Alice B. Norris* as boy and for six years following this was on different schooners much of the time. For a short time he served upon the *J. Ruby*, running out of Mt. Clemens, as second engineer, and then went on the *R. C. Briton* for the remainder of the season, from this boat transferring to the steam-yacht *Louisa*, as chief engineer. He next spent part of a season on the *Fred McBrier* and *Westford* as second and chief engineer, respectively, and he was also on the *Thomas W. Palmer* for a short time as second engineer. The following spring he brought out the *George N. Brady* as chief engineer and acted as such for the Howard Tug line, afterward bringing out the yacht *Lily*, owned by A. E. Brush. For a time after leaving this boat he served on the police force, but he soon returned to the water and spent part of a season on the *Belle Cross*. The next season he was on the *George W. Johnson*, and in 1895 he acted as foreman for the Citizens Street Railroad Company during the erection of their new electric power house. His next berth was on the tug *Arthur Jones*, being employed by the Riverside Iron Works to fit her out, and in the early part of 1896, after fitting out the tug

Maxwell A., of Alpena, he entered the employ of the Detroit Boat & Yacht Works, where he spent the season.

In October, 1884, Mr. Buzzard was married to Miss Hulda Richards, of Port Huron. Their only child, Henry Eugene, is in school at the present time.

SAMUEL SHAW, an ex-lake captain, was for more than thirty years actively engaged on the lakes, but has recently retired from sailing, though he still retains his interests in vessel property. He is well remembered as one of the old and efficient masters, and is now engaged in the flour and grain business at No. 288 Forty-third street, Chicago.

Captain Shaw was born in Ireland in 1836, the son of William and Catharine (Piper) Shaw, who were born, lived and died in Ireland, the mother dying in 1888. During his early life in the old country Samuel was engaged in farming and fishing, and at the age of twenty-three came to New York, and two years later, in 1861, he reached Oswego, and there began on the lakes a service which lasted for more than thirty years. He came to Chicago in 1863, and went before the mast on the schooner Muskegon, carrying wood; remained on her three months, and then joined the schooner Dawn, and later on the scow Beloit. The next season he shipped on the scow C. C. Butts, carrying wood and lumber, and the season of 1865 was on the William F. Allen, engaged in the grain trade.

In 1866 Captain Shaw and Nicholas Martin bought an interest in the schooner Enterprise, and sailed her until 1871, both acting as masters during the years 1869-70. They then purchased the schooner Glad Tidings, and sailed her until 1879, after which he became master of the Red, White and Blue, serving for seven or eight years. Following this he took charge of the Alice B. Norris for one year, and was then master of the Ada Medora for a season. Quitting the lakes for a time Captain Shaw returned and sailed the Frank Miner. He retired permanently from the lakes in 1892, since which time he has been engaged in the grain, hay and feed business, although he still holds his interests in various vessels.

He is part owner of the schooner Ada Medora, now in commission.

Captain Shaw was married in Milwaukee to Miss Sarah Colter, and to this union have been born four children: Margaret, Catharine, John (a sailor) and Sarah.

WARREN G. TILTON was born near London, Canada, in 1854, his father being John Tilton, a railroad man. He gained his first sailing experience in 1875 as fireman of a little St. Lawrence river steamer called the Midge. His next season was spent on the steamer Utica, and the following one on the passenger steamer D. C. West, and in 1878 became second engineer of the steamer T. S. Faxon. After this he filled the position of chief engineer on the Island Belle, and assistant of the propeller Maine and the E. B. Hale, in turn, spending the next four years in the works of the Arctic Machine Company, of Cleveland. He then sailed as second engineer of the John N. Glidden, after which he was chief of the Republic one season, second of the Continental two seasons, and chief of the Oscar Townsend, likewise the Cormorant and the Charles J. Sheffield, remaining on the last named vessel until she was lost June 14, 1888, in a collision with the steamer North Star on Lake Superior. Mr. Tilton, in order to save himself, climbed up the anchor chain of the North Star as the vessels were separating. After this event he joined the ill-fated steamer Philip D. Armour, which was sunk September 7, of that same year, in a collision with the steamer Marion at North East Bend, St. Clair Flats. The next season he went on the Samuel Mather as chief, and for a short time served as second on the Western Reserve. In 1891 he became chief of the steamer LaSalle, and the season of 1898 he was on the steamer Katahdin, running from New York to Montreal.

Mr. Tilton belongs to a family of marine engineers, three of his brothers being connected with steam vessels on the lakes. His brother George is chief of the City of Bangor; Harry is second engineer of the Elfin Mere; and Will is filling the position of oiler on the steamer Thomas Davidson.

In 1885 Mr. Tilton was married to Miss Emma Sedaker, of Spring Mills, near Mansfield, Ohio. They have two children, May and Maynard.

CAPTAIN F. G. BUTLIN has been one of those master spirits whose energies and enterprises have assisted in developing the present enormous commerce of the Great Lakes. From boyhood he has been associated with the traffic of the lakes, and his boyhood days were spent upon the shores of the beautiful St. Clair river, where daily during the season of navigation he saw sailing by the fleets of white-winged freighters. It was his fortune to become associated with a man whose interests upon the lakes a half century ago were rising into commanding prominence, and his tastes and efforts were turned to marine channels.

Capt. Butlin was born about seven miles from London, England, in 1824. When ten years of age he migrated to the New World with his father, who was a farmer by trade and who settled in St. Clair, Mich., in 1834, when that State was yet a territory of undeveloped resources. The education of our subject was such as was afforded by the common schools in the neighborhood of his father's farm, supplemented by several terms in the village schools of St. Clair. An omniverous reader, and possessed of a strong and inquiring mind, the young man made strides in mental attainments, far beyond the educational opportunities. In 1842 when eighteen years of age, he came to Chicago and entered upon service of the Great Lakes, as cabin boy on Ward's line between that city and St. Joseph. He was soon after wheelsman. In 1845 he was running to the Sault carrying supplies. In 1846 he became mate and pilot of the steamer Detroit, then running to Sault Ste. Marie, and in that year he saw the first iron ore come down from Lake Superior. In the fall of 1847 he became master of the Detroit, and in the spring of 1848 he left the Sault route and came back to Lake Michigan trade, the steamer Detroit being the morning boat between Chicago and New Buffalo. In the spring of 1849, Captain Butlin went to Detroit and

brought up the Canada, and sailed her for two seasons. In 1851 he brought up the steamer Arctic, and commanded her until the railroad came around the lakes. During the latter part of 1852 he sailed the E. K. Collins and during the season of 1853 he again sailed the Arctic. He had purchased an interest in the Ward's line, but disposed of it in 1854 when Captain Ward sold out. Captain Butlin then turned his attention to the lumber business at Forestville, Mich., which he followed during the years of 1856 and 1857. In 1858 he resumed relations with the Ward's line, and handled iron for it on Lake Superior. In 1863 he built the propeller Antelope, and sailed her for two seasons. Selling the propeller in 1865, he developed some pine lumber interests of Michigan for several years.

In 1868 he purchased an interest in the Goodrich Transportation Company, and was elected to the position of general superintendent, which he held until 1889. On the death of Joseph Goodrich he was elected vice-president. He became president in 1885, and from that year to 1889 served as president and general manager.

Captain Butlin has been very successful in his business affairs. His motto has been "Eternal vigilance is the price of success," and his observance has brought ample reward. He is one of the prominent self-made men of Chicago. The family of Captain Butlin consists of two children, a son and a daughter, namely: T. G. Butlin, a commission merchant of Denver, and Minerva, now Mrs. Leonard.

CAPTAIN THOMAS WILSON was born in Fifeshire, Scotland, about 1840, and began sailing along the coast at an early age. He came to the lakes in 1855, and in 1856, during the one season, he had worked his way up from wheelsman of the Manhattan to second officer of that craft. The following season he shipped on the steamer Mineral Rock, where he remained until he became chief officer, and in 1863 he served as pilot and mate of the side-wheeler Illinois, in 1864 resuming command of the passenger and freight steamer Mineral Rock. For eight years Captain Wilson was in com-

mand of the passenger and freight steamer Meteor, on the route from Buffalo to Lake Superior, and for four years he did all the carrying trade of the Minnesota Iron Company; the first cargoes of rails had to be handled on the beach, this being at a time before docks and railroads were constructed. In 1873 Captain Wilson had built at St. Clair, Mich., the first boat of his present large line, and named her D. M. Wilson, after his only son, then a small boy. The Hiawatha and Minnehaha were shortly afterward built at Gibraltar, Mich., and the following large vessels, built to the order of the Wilson Transit Company, Capt. Thomas Wilson managing owner, have been constructed in sequence here given: Tacoma, Wallula, Kasota, George Spencer, Tower, Spokane, Missoula, Sitka, Yakima, Wadena, Olympia, Yukon, Yuma and W. D. Rees; a large steel steamer was completed for the season of 1897. Since 1875 Captain Wilson has remained on shore looking after his large vessel interests and controlling the movements of the Wilson Transit line fleet.

In 1872 the Captain married Miss Mary Morris, daughter of David Morris, who was the first man to ship coal out of Cleveland, and to them have been born three children: David, who died at the age of fourteen years; and Annabel and Mabel, who are now finishing their education.

CAPTAIN WILLIAM H. WILSON, one of the oldest sea captains now living, was born March 4, 1805, in Hull, Yorkshire, England, and was a son of John Wilson. He was given the educational privileges common to boys of that time, and early determined to follow the sea as his life occupation. In 1823 he found himself out on the Baltic Sea, and for a year and a half remained with his first employer. During this time he visited Belgium, Spain, France, Portugal, Sicily. In 1827 he came to New York to bring over some passengers, but made the return trip with the vessel, and in 1831 he joined a whaling expedition to the Arctic Ocean; the expedition was quite successful, capturing nine whales, and each of the next two years our subject was similarly employed. Captain Wilson has been

far enough north that in June, July and August he has seen the sun shine for twenty-four consecutive hours. In 1833 he sailed on the Black sea, touching at Odessa, and then visiting Alexandria, Egypt, on the Mediterranean. The following year he visited Africa, Ceylon and Sweden, and, in 1835, France, Spain, Holland and Belgium. In 1836 he made but one long trip, that being to St. Petersburg, Russia, and the next year was passed near the home coast. In 1838 he sailed on the Baltic Sea. For eighteen years he was mate on British vessels, and for ten or twelve years before crossing the Atlantic to found a new home in the New World his time was spent mostly on the Baltic. In 1851 he left the Old World for the New and located at Detroit, Mich., which has ever since been his home. His first venture here was the purchase of a scow which he ran for one year and then sold her. The next year he was in command of the Oliver H. Perry, which was owned by his brother, Henry Wilson. His next berth was as mate of the Ocean Wave, on which he remained but a short time. After working on several other boats he entered the employ of John Bloom as sail maker, with whom he remained from eight to ten years, and then worked at the same business for James Donaldson, remaining until the death of his employer. For some time he sailed yachts running to Cleveland and Toledo, and with this he closed his long career on the water.

In 1830 Captain Wilson was wedded to his first wife, Miss Mary Ann Hutting, by whom he had five children, only one of whom—Capt. George U. Wilson—is yet living. In 1855 Captain William H. Wilson was again married, his choice being Miss Ann Morris, now deceased. No children were born of this second union. In his political affiliations Captain Wilson is a stanch Republican, and in his religious faith adheres to the Church of England.

CAPTAIN GEORGE U. WILSON, the only surviving son of William H. Wilson, was born March 13, 1834, in Hull, Yorkshire, England. His education was acquired in his native town, and he also took a three-

years' course in navigation in the Trinity House Schools in Hull, and in September, 1848, he was bound out to serve an apprenticeship of five years, for the sum of thirty-five pounds sterling. At the end of three years, his ship arriving in New York, he ran away, and found employment in this country. During the time he was serving as an apprentice, he was three times at Kronstadt, Russia, twice at Archangel, on the White sea, and was also around the north cape of Lapland, where he saw the sun shine for six weeks. During 1851-52, his first in America, he served as a sailor, and at the close of the season in 1852 he went to New Orleans, from there going to Liverpool on the ship *St. Petersburg*, of Boston. From 1853 to 1859 he sailed on the Great Lakes, and then went to Hamburg, Germany, on the schooner *Grand Forks*, of Detroit, Captain Starkweather in command. On arriving in the Old World he determined to visit his old home at Hull, and, as he allows no obstacles in his path to be insurmountable, he accordingly visited among the friends and acquaintances of his boyhood. From Hull he shipped on the *Rainbow* for Shields, England, and thence to Marseilles, France, and Leghorn, Italy, and back to Portsmouth, England. A brief visit to Hull, and then aboard the bark *Perthshire*, bound once more for the New World. They landed at New York in July, 1860, and Captain Wilson at once returned to Detroit, where he went as second mate on the schooner *R. H. Harmon*, under Capt. Thomas Barker. In 1862-63 he was mate of the schooner *Wyandotte*, Capt. H. E. McGow, and the following two seasons sailed a brig for John P. Clark, of Detroit.

In 1866 Captain Wilson sailed the schooner *Patrick Henry*, in 1867, the *W. H. Winslow*, and in 1868 he purchased a one-fourth interest in the schooner *Mary Martin*, which he sailed for three years. He then purchased an interest in the propeller *Dubuque*, and sailed her three years. In 1876 he bought an interest in the *A. A. Turner*, and acted as her captain for ten years. For two years he was captain of the *E. K. Roberts*, since which he

has been in the United States custom house at Detroit.

In 1861 Captain Wilson was united in marriage with Miss Charlotte E. Keith, of Detroit, and two daughters—Sadie A. and Georgia U.—blessed their union, and aid in brightening the family home at No. 412 Baker street, Detroit. Politically our subject is a firm adherent to Republican principles. Fraternally he belongs to Ashler Lodge No. 91, F. & A. M.; Peninsular Chapter No. 16, R. A. M.; Detroit Commandery No. 1, K. T.; and Detroit Lodge No. 7, Ship Masters Association.

CAPTAIN WILLIAM WOOD, of Cleveland, Ohio, is a young man who has followed the water for a very large portion of his life. He was born in the Orkney Isles, Scotland, in 1871, the son of Capt. John Wood, who was a lifelong sailor and fisherman on salt water. At the age of eight years William commenced sailing on his father's fishing smack, a vessel about 140 feet long, where he learned to steer in good weather and to catch codfish with a hand line. He remained on this vessel, and on others sailed by his father, for seven years, in 1890 coming to the United States with a brother, David Wood, who is now a resident of Cleveland and is a mariner on the lakes. Since that time his experience has included service on board the schooner *Jennie White*, on the tugs *Mascot*, *R. T. Roy*, *Barnhurst*, *Sea Wing*, *Enterprise* and *Harrow*, and on the tugs *Inglesbee* and *North Star* as commander. He has also been watchman and wheelsman on the steamer *La Salle*, and lookout on the passenger steamer *State* of Ohio.

Captain Wood's forefathers have been ocean sailors as far back as the line can be traced. His grandfather and great-grandfather were sailors, and all of his brothers followed that calling. His father at one time sailed the schooner *Sea Foam* from England to Australia and return, and he made many other long voyages.

CAPTAIN J. E. MOONY, for the past four years master of the steamer *Arcadia*, owned by the Starke Land & Lumber Co.,

of Arcadia, Mich., has been sailing on the Great Lakes since he was a lad of twelve years, and has an enviable reputation as a reliable and courageous man among the Lake Michigan navigators. Captain Moony was born in 1854 in Cape Benson, Jefferson Co., N. Y., and his father, John Moony, was one of the early settlers of Sacket's Harbor, that county, having come to this country from his birthplace, County Wexford, Ireland, when very young. He, too, was a sailor, and was engaged as pilot on the mail boats from Kingston to Montreal, a fact which in itself is evidence of his competency, for only the best pilots are employed on that class of boats. He was drowned in 1860, in the Maclure Rapids, while following his calling.

J. E. Moony lived at Cape Benson until he was sixteen years of age, receiving the limited advantages for education afforded by the public schools of the place, which he has supplemented by reading and home study. When twelve years old he commenced sailing, shipping out of Clayton, N. Y., on the class of boats known as timber drovers, plying to Cleveland, Toledo, Bay City and other points. At this time horses were carried to load the vessels, and commencing as "horse boy" he followed this line for twelve years, after the first five years coming west and spending his winters in Milwaukee, Wis., where he has since had his home. Subsequently he was on the Gen. Burnside for three years as second mate, this boat being one of the faster crafts plying between Clayton and points on Lakes Erie and Huron, and after leaving her he shipped before the mast on the David Vance, a barkentine, out of Milwaukee, on which he also remained three years, the second season becoming second mate. Captain Moony now commenced on his own account, buying the schooner C. L. Davis, built in Cheboygan, which he commanded in person, and ran her for two years between White Lakes and Milwaukee.

His next boat was the schooner Len Higby, which he ran two years as master, principally on Lake Michigan, and from her he went on to the steambarge Rumbell, which was built in Portage, Mich., and

which was used in the lumber trade. After this he was on the Patty, plying between White Lake and Chicago and occasionally running to Muskegon, but she was sold and the following spring he accepted the berth of captain on the steamer J. C. Markham, on which he served in that capacity for four years, the two succeeding years going as master of the Allmendinger, owned by E. B. Simpson, of Milwaukee. Since that time he has commanded the steamer Arcadia, which is owned by the Starke Land & Lumber Co., of Arcadia, Mich., and used only in their interests in the lumber trade, going to all points on Lake Michigan. Captain Moony is a member of the Ship Masters Association, No. 6, of Milwaukee, and carries Pennant No. 946. He has been unusually fortunate and successful in the management of his boats, but it is certain that his ability and thorough knowledge of his business have had as much to do with this as "good luck," and he is considered trustworthy and competent by all who have employed him.

Captain Moony was united in marriage with Miss Louisa Alt, of Milwaukee, Wis., and their union has been blessed with two children: John L. and Mary E. Fraternally he unites with the Knights of the Maccabees.

WILLIAM MASSON was born in Fraserburgh, Scotland, in 1870, the son of John Masson, a carpenter. When fifteen years of age he joined the British navy, and was first placed upon the training ship Ganges, where he remained several months, being transferred from her to the Impregnable, another training ship. Thence he went to the training brig Pilot, and then to the Foudroyant, where he was given his first instruction in gunnery, later joining the ship Volage at Portsmouth for a voyage to the West Indies. On the return trip the Volage left Bermuda in March, 1888, and made Portsmouth in seventeen days under sail, running in a gale of wind all the way over. From this vessel Mr. Masson was sent to the man-of-war Monarch, in which he made a trip around the British coast and to Norway, Sweden, Spain, Portugal, Africa and Teneriffe, returning to Portsmouth. He

now joined the ship *Excellent*, in which he remained nine months, taking a course in gunnery and leaving her as gunnery instructor to go to the cruiser *Marathon*, which remained on the East India station four years. During that time she spent six months watching for slave-carrying vessels out of Zanzibar, and made one capture. The *Marathon* cruised about, touching at Trincomali, Ceylon, Calcutta, Madras, Bombay, the Andaman Islands and other points, and at Bombay they had an unenviable experience with the cholera scourge, losing nine men before the plague could be stamped out. At the expiration of the four years the *Marathon* returned to Portsmouth, and Mr. Masson obtained a two-months' leave of absence, before the expiration of which he returned to the vessel, purchased his discharge, and left England to come to the United States. He makes his home in Cleveland, Ohio, and has since been sailing on the fishing boat *Loretta Englesbee*.

CHARLES A. MCPHAIL is a promising young engineer sailing out of Lorain, Ohio, and was born in Lorain in 1866, son of Capt. Alexander and Annie (Loveland) McPhail. His father was for a long time master and mate of many good lake vessels, among which may be mentioned the *David Wallace*. He is of Scotch descent, and came to the United States at the age of twenty years, locating at Black River, now Lorain, Ohio.

After attending school Charles A. McPhail entered the employ of the Cleveland, Lorain & Wheeling Railway Co., to learn the machinist's trade, remaining in their shops two years. In 1880 he engaged to run hoisting engines on the docks at Lorain, continuing thus for seven years, after which he went to Fairport, where he was similarly employed for four seasons. In the spring of 1891 he entered upon his lakefaring life as fireman on the steamer *Vulcan*, holding that berth until June, when he shipped as oiler on the steamer *Aurora*. Later he remained ashore at Fairport to run a hoisting engine. In the spring of 1892 he shipped as lookout on the steamer *Vulcan*, closing the season as wheelsman, and the next year

going as oiler on the same boat. In the spring of 1894 he took out engineer's papers, and was appointed first assistant on the *Vulcan*, which position he has continued to hold to this date.

Mr. McPhail is a member of the Marine Engineers Beneficial Association, of Cleveland. Although he is not a married man, he has purchased five acres of land near Lorain, which is proof that he is clear-sighted, as Lorain is destined to become a great lake port in the near future.

WILLIAM H. GOODWIN was one of the Cleveland life-saving crew during the stormy years of 1883-84, every member of which received United States gold life-saving medals of the first class for gallantry in the rescue of many lives from stranded vessels during the prevalence of violent storms. The station at that time had for its keeper Capt. C. C. Goodwin, father of the subject of this sketch, a man whose judgment and qualifications for that responsible position have never been questioned.

William H. Goodwin was born May 22, 1866, in Portland, Maine, removed with his parents to Cleveland in 1868, and after attending the public schools went to work in the spice mills of Messrs. Stevens & Son, on St. Clair street. In the spring of 1881 he and his father opened a boathouse and did a successful business for two years, after which he was enrolled as a member of the Cleveland life-saving crew, and took an active part in all the notable rescues they performed during the two years he remained; among these it is not out of place to mention the saving of the crews of the schooners *Sophia Minch*, *H. P. Merrell* and *J. T. Johnson*, a total of thirty-six lives, inside of forty-eight hours, and in the teeth of a living northwest gale. The *Johnson* was scuttled and sunk while the life-savers were on board in order to prevent her from going on the rocks. The same fall they assisted the *Burnside*, which was ashore and flying distress signals. Early in 1884 Mr. Goodwin was with the crew in the difficult task of getting off the schooner *Moonlight*, which was ashore off Avon Point, and he also aided in many small boat rescues. He

went with his boat to Cincinnati during the flood at that city and Covington, Ky., where the crew saved many lives, Mr. Goodwin jumping overboard once and saving a little girl whom the boat could not reach in time. The medal presented to him on this occasion was a ten dollar gold piece, one side of which has the inscription: "Presented to William H. Goodwin, by the Masonic Relief Association, Covington, 1884," on the reverse side is neatly engraved a pair of crossed oars. During this season the crew of the tug S. S. Stone was released by the life-savers from the beach at Nottingham, a feat attended with considerable danger, as the lifeboat capsized; she was righted, however, without loss of life.

In 1885 Mr. Goodwin served as fireman on the tug N. B. Gates until July, when he again became a member of the life-saving crew, this time remaining three years. During that period some notable work was done, especially as regards the tug Dreadnaught and the schooner R. K. Winslow, and individually Mr. Goodwin has to his credit the rescue of a small boy, who had fallen overboard and was helpless in the water. In 1889 he again opened a boathouse on the pier, and after conducting same two years he started a bath and boat house off Lake View Park. At the close of the season he shipped as fireman on the tug T. M. Moore, which boat was destroyed by fire on January 6, 1891, and he then entered the employ of the Vessel Owners Dry Dock Company, running the boiler and pumping engine. At the opening of the boating season he went to Dover, Ohio, where he conducted a boathouse for a time, later engaging as fireman on the tugs Allie May, James Amadeus and Dreadnaught, as fisherman on the E. R. Edson, and on the piledriver Dora as engineer. On February 14, 1893, his father died, and he again took charge of the boathouse on the piers, carrying on the business until August, and finishing the year on Cleveland harbor tugs. In the spring of 1894 he went to Erie and engineered the tug F. M. Matson, and during the winter took charge of the electric light plant of the Williams Publishing Company, in Cleveland. The next spring he entered the employ of

E. R. Edson, as engineer of the fishing tug *Lourisa*, which berth he holds up to the time of this writing.

Mr. Goodwin was united in marriage to Miss Mary Watson, daughter of John and H. Anna Watson, and two children were born to this union: Jessie Irene and Clifford John, both of whom died in infancy. Mr. Goodwin is a member of the Lincoln Council No. 20, Royal Templars. They reside at No. 32 Green street, Cleveland, Ohio.

BERNARD DOYLE was born in April, 1845, in New York City, and acquired his education in the common schools of that metropolis. Soon after leaving school he went down to Philadelphia and entered the employ of Nepie & Levy to learn the machinist's trade, remaining with them five years. In the spring of 1880, after a number of years passed in working at his trade, he went to California, and on arriving at San Francisco entered the employ of the Pacific Mail Steamship Company, plying between San Francisco, the Sandwich Islands, New Zealand, and Sydney, N. S. Wales, as first assistant engineer. Later he shipped in the steamer *City of Sydney*. In 1886 he took passage on a steamer bound for New York, and the following year he entered the employ of the Mallory line, as first assistant on a steamer operating between that port and the Rio Grande. In 1888 he shipped as first assistant in the steamship *New Orleans*, of the Crombie line, plying between New York and New Orleans.

In the spring of 1889 Mr. Doyle, as chief engineer, took the steamyacht *Hindoo* from New York City to Detroit for Messrs. Gilchrist & Fletcher, of Alpena, Mich. He next shipped on the steamer *Chemung*, of the Union line, and in the spring of 1891 went to Cleveland and shipped as chief engineer on the steamer *Fred Kelley*. In 1892 he was appointed chief engineer of *Hawgood & Avery's* steamer, the *Waldo Avery*. At the opening of the World's Fair, in Chicago, Mr. Doyle was appointed chief engineer of Machinery hall, giving entire satisfaction to the management in that incumbency. In 1894 he went to New York

City and engaged as first assistant engineer on the steamer *Progressive*, plying between New York and New Orleans. On reaching the latter port he left the boat and went as chief engineer on the steamer *Rover*, plying between New Orleans and Nicaragua, until she was laid up, after which he began work for the Thomas Pickands Ferry Company, on the steamer *Chicago*, continuing in their employ until March, when he again shipped on the *Rover* to Nicaragua and returned to New York. In 1895 he ran a tug on the North river, between New York and Poughkeepsie. In 1896 he worked for the mercantile exchange until April, when he went to Buffalo, out of which port he made two trips as chief engineer of the steamer *Reynolds*. During his marine life Mr. Doyle has visited many ports, and, as enumeration is interesting to some, it will be in order to name Yokohama, Tokio (the capital of Japan), Hong Kong and Foo Chow, China, Rio de Janeiro, Pernambuco, Barheim, Santanzas, Kingston, Santa Marta, Carthagena (on the Spanish main), Cologne, ports in British Columbia, Honolulu and many others. He is a member of the Marine Engineers Beneficial Association.

In March, 1897, Mr. Doyle went to Cleveland, and was united in marriage with Mrs. Ellen Woodworth. They reside at No. 892 Independence street, Cleveland.

CHARLES A. VAN EVERY, who was born at Buffalo, N. Y., February 13, 1851, is a son of Samuel and Elizabeth (Watts) Van-Every, the former a native of Pennsylvania, and the latter of England. His father was also a sailor, being chief of the *Badger State*, just before his death, which occurred in 1863, and when our subject was but twelve years old.

At the death of his father he found it necessary to start out for himself; he began by decking and firing on the tug *Lon Edes*, remaining on her two seasons, and the succeeding two did like work on the *Bailey*, after which he became her engineer for two seasons. He subsequently was on the *Trowbridge* two seasons, thence to the propeller *Eclipse*, as second engineer, one season; also the *Prairie State* a like time.

After the above service he went on the *Mains*, of the Northern Transportation Company, as her second engineer, but after a year and three months was promoted to the position of chief, which he filled for two years. After this he was on several steamers, among them being the *Luella Worthington* three seasons, *George Burnham* three seasons, and his last position on the *Scranton*, of which he has been chief seven consecutive seasons, including that of 1897. He is a member of the Marine Engineers Beneficiary Association No. 4, of Chicago; and has twenty-seven issues of license, twenty-one of which are as chief.

Mr. Van Every is a widower, and resides with his mother and brother George (who was chief of the *Tuscarora* for the season of 1896), at No. 52 Homan avenue, Chicago.

SAMUEL SMITH, first mate of the *Chicago*, is the second of five sons born to James and Annie (Nelson) Smith, of County Down, Ireland. Two other sons at present reside with the parents, who are farmers, in their native place.

Samuel was born November 9, 1866, attended school and did chores around the place of his birth until about fourteen years old, at which time he started to work in a tailor shop. He was thus engaged for two years, after which he had charge of a general store, resigning that position after three years and emigrating to the United States by way of Canada, settling in Buffalo, N. Y. In the fall of 1885 he commenced steamboating, firing on the *Nyack*, and he was subsequently on the *China* and *India*, in a like capacity, for a season each. In 1888 he was lookout on the *Gordon Campbell*, and in 1889 on the *Annie Young*. The following season, 1890, he wheeled on the *Winslow*, on which he continued part of the next year, leaving her after six years of service in the Anchor line to finish the season as lookout on the *Chemung*, one of the Erie railroad's fine new passenger boats. For the succeeding season he was lookout, wheelsman and second mate of the *Vanderbilt*, of the Western Transit line, in 1894 going onto the *Mohawk* as second mate,

and holding that berth three seasons, until he was promoted to first mate's berth on the Chicago. Here he served for the season of 1897, thus rounding out six seasons of service in the Western line.

During the winter of 1890 Mr. Smith paid his parents a visit, spending four months on his native soil. He was married, January 9, 1895, to Miss Maggie Collins, of Ireland, and they have one son, William James, aged two years. Mr. Smith is a member of Branch No. 8, M. E. B. A., and of Division No. 1, A. O. H. The family reside at No. 393 Elk street, Buffalo, New York.

N. L. CRAWFORD, one of the early engineers on the Great Lakes, and now chief engineer of the Maas, Baer & Co. building, Chicago—a position he has most creditably filled since 1894—was born in Buffalo, N. Y., in 1848, a son of Charles and Letitia (McDole) Crawford, natives of New York. The father, who was a veterinary surgeon, died in Buffalo, in October, 1872, and his wife passed away October 1, 1877.

In his native city, Nathaniel L. Crawford passed his boyhood and youth, receiving his education in its schools. He commenced sailing at the age of sixteen, and two years later was granted an engineer's license, continuing his connection with marine affairs until coming to Chicago in 1884. In 1868 he went as engineer out of Buffalo on the tug D. P. Dye, on which he remained for two seasons, and in 1871 was employed as engineer by the Light House Survey Company, with Capt. Grace L. Dunning. He served in the same capacity on the Harts Bailey for the same company, after which he was on tug boats as second engineer. He was next on the propeller Pittsburgh, running from Buffalo to Bay City, Mich., in the lumber trade; was second engineer on the propeller Plymouth, a wooden transport; then became engineer on the A. M. Ball, which he took to New York City, running her in 1876-77-78, for the New York Central & Hudson River railroad, to which she belonged. Returning to Buffalo, he was connected with the fire department of that city until 1880, when he removed to Toledo,

Ohio, and there ran the tug for the Damon Dredging Company. The following three years were spent in Cleveland, Ohio, where he was employed as engineer on the tug Forest City, of the Bradley line, and on leaving their employ came to Chicago, where for one season he was engineer on the tug A. Miller, followed by two seasons on the tug Protection, belonging to the Vessel Owners Towing Company. For the next six or seven years he was engineer for the North Chicago Cable Company; was then engineer of the vessel Parnell for three months, and second engineer of the Rhoda Emily, of Chicago. For three years he was with the West Chicago Street Railway Company, following this was chief engineer of the Chicago Stamping Works, and on leaving their employ went to New York City, where he accepted a position as engineer with the Broadway Cable Company. Returning to Chicago, he engaged as engineer on the Metawa, in the Lake Superior Iron trade, for one season, and then accepted his present position.

Socially, he is an honored member of Marine Engineers Beneficial Association, of which he was president in 1888.

In 1870, at Buffalo, N. Y., Mr. Crawford was married to Miss Agnes Purcell, a native of that city and a daughter of Edward Purcell, who was foreman in the Hale & Shaw stove works for over thirty years, and is now a resident of Chicago. Both parents are still living. Of the six children born to Mr. and Mrs. Crawford, three are living: Edward C., who was on the lakes in the capacity of third and second engineer for a time, but is now connected with the Storage Battery Railway, of Chicago; Nathaniel L., a bookkeeper; and Harry, who works for the Crane Manufacturing Company.

ANTHONY WARD, one of the prominent marine engineers living in West Bay City, Mich., has been exceedingly happy in the choice of his profession, to which he is peculiarly adapted, and he has advanced rapidly and retained his positions as long as he found them desirable. Mr. Ward was born in Marine City, Mich., September 12, 1860,

a son of Hiram and Bridget (Mannion) Ward, the former a native of Dresden, Ontario, the latter of County Mayo, Ireland. The father, who was a farmer by occupation, came to the United States with his family about 1840, locating near Marine City, where he is still living. The mother passed away in 1876.

Anthony Ward received a liberal education in the Star school at Starville, which he attended until he reached the age of nineteen years, engaging in useful occupations during the vacation period. With the purpose of becoming a marine engineer he shipped in the steamer D. F. Rose as fireman, remaining with her until the spring of 1884, when he applied for and was granted an engineer's license at Detroit. He was then appointed second engineer in the same steamer, holding that office three seasons, and in the spring of 1887 he joined the steamer Music as second engineer, following with a season in the Sanilac in the same capacity. In 1889 Mr. Ward was appointed chief engineer of the Sanilac, which he ran for four consecutive seasons, always giving good account of his machinery. In the spring of 1893 he transferred to the steamer D. F. Rose as chief, and after three seasons of satisfactory work he was, in 1896, appointed to the berth he now holds—chief engineer of the steamer Arizona. He is a member of the Marine Engineers Beneficial Association of Bay City.

On January 12, 1887, Mr. Ward was married in Reese, Mich., to Miss Margaret Ryan, daughter of John Ryan, of Saginaw, Mich., and the children born to this union are Mary Amelia, Margaret Ellen and Agnes Rose. The family residence is at No. 209 Hart street, West Bay City, Michigan.

CAPTAIN W. P. BENHAM, of the steamer Nahant, is one of the younger men who have met with success in the management of vessels on the Great Lakes, and has been sailing since 1885. He is a son of Capt. C. E. Benham, who occupies such a prominent position in maritime and civic circles in Cleveland, and was born in Cleveland in 1870, receiving his education in the public schools of that city, for the most

part in the Orchard school. He commenced his sailing career when fifteen years of age, shipping as watchman on the tug Samson for a few trips in the fall of 1885. The following season he sailed before the mast in the schooner Queen City, spending the season of 1887 in the schooner Our Son, from which he transferred to the steamer Henry C. Richards, in which he remained six years; the first season he was second mate, the second year mate, and for the remaining four years master of the vessel. During the season of 1894 Captain Benham sailed the steamer H. B. Tuttle, and he was master of the steamer Britannic from the opening of navigation in 1895 until she was lost in the Detroit river. This accident was due to the failure of her steam-steering apparatus to work properly, so that she was struck amidships by the steamer Russia and sunk. After the accident Captain Benham sailed the steamer Waverly one trip, and the steamer Bulgaria two trips, closing the season on the steamer Australia. He commanded the steamer Nahant during the season of 1896, laying her up in Cleveland, and then sailing the wrecking tug C. E. Benham for a short time in the late fall. Captain Benham has made occasional trips on other craft than those named, while his own vessels were laid up; he was before the mast in the schooner Brunette one fall, and was wheelsman of the steamer Cambria for a time during the year she came out. The accident which resulted in the sinking of the steamer Britannic in the Detroit river was the only serious one which has occurred to any vessel with which he has been connected.

HENRY CHALK has long been a sailor, having begun his marine career forty-one years ago as ferry boy on Buffalo creek, his boat, named the Wild Irish Girl, plying at the foot of Main street and the Richmond elevator. Since that time he has become one of the best known engineers on the lakes, and has held the position of chief in the passenger steamers of the Lake Michigan & Lake Superior Transportation Company for twenty-one years. Mr. Chalk is one of those engineers whose ma-

chinery is always in order, and readily gains the confidence and esteem of all interested. He is a son of Michael and Catherine Chalk, both of whom were natives of County Roscommon, Ireland, coming to America in 1832, and locating on a farm near Oakville, Ontario, where Henry was born April 15, 1837. During his early boyhood he assisted his father on the farm, and attended the district schools.

In 1894 Mr. Chalk began his lakefaring life out of Buffalo before the mast in the schooner Scotland with Capt. Dan Bowen. The vessel was dismasted that fall in a squall, but this did not deter him from shipping again the next year, as he joined the schooner Robert Emmet in the same capacity, following with a season in the new schooner Alice, in which he made his first trip to Chicago. In the spring of 1867 he was advanced to the position of wheelsman in the schooner Hunter, holding that berth but a short time, and changing to become fireman in one of the Evans line steamers, plying between Buffalo and Chicago. That winter he worked under instruction in the Buffalo Iron Works, with the purpose of becoming a marine engineer, and retained his place there until the spring of 1870, when he shipped as oiler in the steamer Colorado, closing the season in the tug Monitor, operating out of Chicago.

In the spring of 1871 Mr. Chalk took out engineer's papers, and was appointed second in the steamer F. B. Caldwell, holding a like berth in the B. F. Wade the next two seasons, and in 1874 joining the Canisteo, also as second engineer. In the spring of 1875 he was appointed chief engineer of the passenger steamer J. T. Truesdell, taking the Ida M. Torrent the next season. In the spring of 1897 he entered the employ of the Lake Michigan & Lake Superior Transportation Co. as chief engineer of the passenger steamer City of Duluth, which he ran for twenty consecutive seasons, until she sank at the piers at St. Joseph, Mich., in the winter of 1897. In the spring of 1898 he was appointed chief of the steamer James Fisk, Jr. Mr. Chalk passed one winter on the ocean, making the passage to Liverpool in the Arizona, and

thence to Hull, England, and Glasgow, Scotland, in the steamer Illinois, finally going to Greenock, where he shipped in the Ocean Monarch for Boston.

Mr. Chalk is one of a family of nine children: John, the eldest son, enlisted in a New York volunteer infantry regiment in 1862, and served with distinction; he was killed at the battle of Gettysburg, Penn., and although his mother and sister went after his remains, they were never recovered. Ellen became the wife of F. Lynch, of Boston, Mass. Elizabeth is the wife of George Connolly, of Valley Falls, R. I. Theresa is living in Pawtucket, R. I. Michael has been engineer in the Leland, St. Paul, Annie L. Craig and other steamers, and is now United States boiler inspector for the Duluth district. Edward enlisted in the Union army in 1864, and participated in the battles around Richmond and Petersburg; he died while in the service, and his mother went South, received his body and took it to her home for burial. William became an expert machinist, as did also Timothy, who is an inventor and took out patents for oil cups and rubber packing which are coming into general use. Henry Chalk now makes his home in Chicago. He is unmarried. Socially, he is a member of the Marine Engineers Beneficial Association.

CAPTAIN WILLIAM PATTERSON was for many years a shipmaster of prominence on the Great Lakes, but at the present time he has withdrawn from marine work and is engaged in business with Van de Boe, Hager & Co., who are probably the largest real-estate, sub-dividers in the world. The Captain was born October 14, 1857, at Picton, Ont., and spent all the early years of his life at his native place. When a lad of fifteen he sailed on the Bay of Quinte as boy on the H. N. Todman, and on several other schooners owned by his father, William Patterson. At the age of eighteen years he left the bay and came to the lakes, first shipping as man before the mast on the William Crosthwaite, where he remained part of a season. He then acted as mate on the Flying Mist, and after laying her up at Chicago came on the M. E. Tremble, be-

fore the mast. He spent two years as seaman, second mate and mate upon the Camden, and then began steamboating as wheelsman on the Selah Chamberlin. In the seasons following he acted as second mate and mate on the schooners Richard Mott, J. H. Mead, Potomac, Lucinda Van Valkenberg, Moonlight, Porter, Lucern and Marengo, after which he accepted a position as officer in the prison at Portsmouth, where he continued for some time. In 1880 he went to Manitoba, where he remained until October, 1881, during the boom of the Canadian Pacific, and then returning to the water he took command of the John Gas-kin, upon which he remained two years. The next season he served on the J. H. Boody in the same capacity, and in the succeeding seasons sailed the S. L. Watson, the schooner North West, and in 1895 the steamer Australasia.

Captain Patterson was married January 21, 1881, to Miss Annie Morton, daughter of the Hon. James Morton, of Kingston, Ont., and they have two children, Margaret and Helen, both of whom are in school, the elder receiving instruction at an Ursuline convent. The Captain's parents, William and Mary (Mulholland) Patterson, were both born in Ireland, the father coming to the United States in 1846. He spent about twenty years of his life as a salt water navigator, and since 1865 has sailed the Great Lakes, being still engaged in marine work at Bay City. The mother departed this life in March, 1879.

GEORGE GIBSON, son of Jacob and Katharine (Peters) Gibson, of Bergen, Norway, was born at that place on September 8, 1859. After attending school there, he began, at the age of fourteen, a seafaring life, which he has followed ever since. His cruising has been on both salt and fresh waters, and has carried him all over the globe. Mr. Gibson's first berth was as deck boy on the ship Amelia, of his native place and after remaining on her for over two years he engaged as ordinary seaman aboard the bark Alida, being on her nine months. Following this he served four months in the same capacity on the bark

Eugenia, which he left on her arrival in New York. This was in 1877. He now went for nine months as able seaman on the American bark Peter, plying between New York, Richmond (Va.) and the Rio Grande, leaving her at Boston to go on the ship Brown Brothers, on which he made a trip as able seaman from Boston to San Francisco, the voyage covering a period of 163 days. At the latter port he engaged as able seaman on the Pactoles, which made a fast trip of 118 days to Mexico and Liverpool, England, where he left her, shipping on the Guisan to New York City. There he embarked on the steamship Hedgie, on which he remained eleven months, going to the islands of Jamaica and Porto Rico and back to New York.

At this time Mr. Gibson began shipping on the lakes, engaging as man before the mast on the schooner Queen City, on which he was engaged for two seasons, the last five months acting as her second mate. He was next on the schooners Stampede and Nellie Wellington, and during the winter of those two seasons went to New York and shipped to the West Indies on the Ella M. Watch, and to Kingston and Jamaica on the John C. Gregory. In 1884 he went on the Anchor line boats, commencing as wheelsman on the Conestoga and serving in that capacity for two seasons; the first three months of the ensuing season he was on the Susquehanna as wheelsman, finishing on the India, in the same berth. In 1887, the following season, he was second mate of the Gordon Campbell, and back to the India as second mate in 1888, the next season becoming her mate. In 1890 he was given mate's berth on the Juniata, serving in all six seasons with the Anchor line. For the seasons of 1891-92 he was mate of the John M. Nicol, of the Crescent line, of Detroit, and then of the Northern King for two months, the E. P. Wilbur two trips and the H. E. Packer for the balance of the season. Later he was mate of the John V. Moran, of the Union Transit line, and for the season of 1897 served with the Lehigh line.

Mr. Gibson was married at Buffalo in January, 1896, to Miss Katharine Jansen, of Denmark, and they have one child, Annie

Katrina. They reside at No. 9 Sylvan street, Buffalo, N. Y. Fraternally Mr. Gibson is a member of the Northern Star Lodge, I. O. O. F., and the American Association of Masters & Pilots, belonging to Local Harbor No. 41.

CAPTAIN LAWRENCE G. NELSON, manager and steward of the passenger steamer Mabel Bradshaw, holds a British Admiralty certificate as master, and has passed much of his marine life on salt water. He was born in Napa, Cal., October 1, 1859, a son of John Raymond and Martha (Murphy) Nelson, the former a native of Hull, England, the latter of Londonderry, Ireland. The father was a noted master of ocean-going passenger steamers and full-rigged ships, among which were the *Queen*, *Atlantic*, *John O'Gaunt*, barkentine *Maroa-willa*, and many others, some of them plying in the East India trade. In 1849, during the gold excitement, he went to California, remaining there with his family twelve years, and upon his return to England retired with a comfortable competency. He died April 20, 1874; the mother is still living in Coppington.

Lawrence G. Nelson spent his boyhood in England, and when he reached the age of twelve years became an apprentice on the ship *John O'Gaunt*, of Liverpool, serving three years, and transferring from her to the *John Gedie* for two years. He then returned to the United States, and while in New York City attended a school of navigation for six months; he still carries his sextant, but finds no practical use for it on the lakes. In 1875 he shipped as seaman in the barkentine *Oldroyd*, of Dublin, with Captain Murphy, and later joined the *Truro*, of Halifax, Nova Scotia, making a round trip to the West Indies. He was next in the fore-and-aft schooner *W. A. Richmond*, in the coasting trade, and then for four years sailed in the Rio packet boat *Ada Bonni*, and in the *Black Eagle* and *Grey Eagle* to South American ports, in the coffee trade. At Callao he joined the full-rigged ship *Ceylon*, and was in South American waters during the war between Chili and Peru, his boat putting in at Lima

where, upon going ashore, he was "Shanghaied" by the Wasgars. He made his escape after two weeks although wounded in the leg by a bullet and claiming English protection was not further molested. In 1879 Captain Nelson joined the United States navy, shipping out of Callao as seaman in the frigate *Pensacola*, the flag ship of the fleet on the Pacific ocean, and while he was in her he visited every port on the Pacific coast. When she reached San Francisco she went out of commission, and as the Captain's time had expired, he was transferred to the receiving ship at that port and given his honorable discharge.

Returning to Liverpool, Captain Nelson, in 1883, applied for and received a master's certificate, being appointed captain of the brigantine *Jessie Salpiden*, trading to Mediterranean ports, which he commanded two years. In 1884 he took passage in one of the White Star line steamers for New York, thence journeying the lakes, when he shipped in the *Christina Nelson* as steward. The Nelson went ashore and became a wreck off Bailey's Harbor, on Lake Michigan, and our subject, being a strong swimmer, reached the shore and built a large fire to light up the surroundings for the rest of the crew, all of whom were saved. The readers of the Chicago papers at that time may remember the episode of Steward Nelson saving the galley cat, which jumped upon his shoulders as he let himself into the water and held her vantage until he landed. The next year he shipped as steward in the schooner *Jessie L. Boyce*, holding that berth until 1888, when he was appointed steward in the steamer *Huron City*, finishing the season in the *J. C. Sint*. In the same year he purchased a hotel in Michigan City, which he conducted for two years, although he continued to sail, shipping the following season in the steamer *Oneida* with Capt. George Pardee, and then for a season as steward in the schooner *Stafford*. The ensuing winter he entered the Northwestern College to learn dentistry, in which he continued as student and practitioner for four winters. Captain Nelson was steward in the passenger steamer *Saugatuck* three seasons, and after leaving her joined the passenger

steamer City of Holland in the same capacity. In 1894 he purchased a hotel in Pentwater, Mich., which he carried on until it was destroyed by fire in the fall of 1897. The next year he was made steward of the steamer Mabel Bradshaw, plying between White Lake, Pentwater and Chicago, and in 1898 was appointed to the composite office which he now holds—manager and steward on that boat. For several winters he has been steward of the crew stationed at the city water works intake to prevent the ice from choking off the supply of water; is also assistant bookkeeper, and is a member of the Civil Service of the city of Chicago.

CAPTAIN GEORGE A. NORMAND was born in Cleveland, Ohio, in 1868, one of the sons of Capt. Joseph Normand, an old lake navigator and a well-known vessel rigger. He first sailed in 1884 in the tug Florence N., spending two years on her as fisherman, and he then became fisherman in the tug Markwell for one season, after which he secured master's papers. He has since been captain of the Florence M., Markwell, Enterprise, Edson and F. E. Smith, having command of the Edson during 1896. Captain Normand has always been connected with the fishing firm of Crangle & Co., in Cleveland.

In 1890 the Captain married Miss Nina D. Atkins, of Cleveland, and they have three children, George E., Joseph A. and James William.

W. G. HILL, son of Robert and Grace (Sanford) Hill, was born at Buffalo April 1, 1864, and after attending Public School No. 4 for some time commenced work at blacksmithing, at which he was employed for about six months. He then engaged in the machine shop of Alex. H. Brown, where he remained nine years, and in 1887 he shipped on the Susquehanna as oiler, remaining on her for part of that season. For the remainder of that year and the four succeeding years he was employed as railroad fireman, and for the three subsequent years as engineer; but the fascination of the lakes became so strong that he again chose a

marine life, going in the Conestoga, of the Anchor line, for the season of 1896 as her second engineer. In 1897 he started in the same capacity on the Wissahickon, of the same line.

Mr. Hill was married in 1888 to Miss Anna Squire, of Buffalo, and by her has had three children: Robert A., Walter G., Jr., and Grace E. They reside at No. 120 Orlando street, Buffalo. Mr. Hill has two brothers and one sister; his younger brother is a fire underwriter.

RICHARD WINKLER is esteemed as one of the best qualified engineers sailing out of Manistee, Mich. He has proved himself reliable and trustworthy, and has been honored by the Marine Engineers Beneficial Association, of Manistee, of which he has been chosen treasurer four or five years.

Mr. Winkler was born at Fort Washington, Wis., April 7, 1860, a son of Gott-helf and Lottie Winkler, natives of Saxony, Germany, who came to the United States in 1854 and located at Fort Washington, Wis., where they purchased and improved a farm. They had a family of twelve children, all of whom were made useful in that work. The father died in 1880, but the mother is still living, at the age of seventy-eight years, making her home with her daughter, Mrs. Bertha Getter, in Omaha, Neb. Three of the sons became volunteers during the Civil war and served with honor, Maurice enlisting in the 26th Wis. V.I.; he was wounded at the battle of Gettysburg, the ball striking his forehead and passing round the skull, and he participated in the battles of Bull Run, Spottsylvania, Fredericksburg, the seven-days' fight in the Wilderness, Fairfax Court House, Petersburg and Richmond, besides several smaller engagements; at the close of the war he was honorably discharged, and after his return home followed the lakes for many years, being drowned in 1882 off the piers at Manistee, from the tug Irma Wheeler, when forty-two years old. Henry took part in many of the battles of the Army of the Potomac; he died of pneumonia, in 1893, at Juniata, Neb., leaving his family a fine farm of 640 acres. Herman, the third son, who

became a Union soldier during the Rebellion, participating in many hotly contested engagements, and was wounded, but not dangerously; he is now chief engineer on the steamer Robert C. Went. Edward is a farmer and cattle dealer at Omaha, Neb. Robert, who was born on the Atlantic Ocean while his parents were coming from Saxony to this country, followed the lakes as an engineer, and was for a long time in the employ of the Canfield Tug line, at Manistee, Mich., running the Maggie Marshall and Joy, and owning an interest in the last-named boat: he died of heart disease in 1895, while engineer of the steamer Robert Holland, on Lake Superior, about four miles from Sault Ste. Marie. Louis owns a large farm near Juniata, Neb., and is a dealer in pine lands near Florence, Wis. Lydia, the eldest daughter, is married. Bertha married a Mr. Getter, of Omaha, Neb. Emma became the wife of John Zanther, a real-estate dealer, of Omaha, where she died in 1889. Oscar is cultivating a large farm near Juniata, Nebraska.

In 1868 the family removed to Grafton, Wis., where they purchased another farm, and it was there Richard Winkler received his primary education, working on the farm in the meantime. In the spring of 1876 he shipped as fireman in the steamer J. C. Osgood, with the purpose of becoming an engineer, and remained in this berth two seasons, transferring to the steamer Caroline Williams, in which he also spent two seasons. As he was a thrifty young man he had saved up \$750 of his earnings, which he deposited in a bank, and that institution failing, his hard-earned money went with the rest, but the misfortune did not greatly discourage him. In the spring of 1880 he took out engineer's license and shipped as second with his brother Robert, in the Maggie Marshall, advancing the next season to the office of chief in the tug J. C. Osgood. In the spring of 1882 he joined the steamer R. A. Seymour as chief, running her two seasons in the lumber trade between Milwaukee and Manistee. The next four years he passed as chief in the steamer Rand, and in 1888 he was appointed chief of the George C. Markham, which he

ran two seasons, in 1890 taking chief's berth in the Gen. U. S. Williams. In the spring of 1891 Mr. Winkler became chief engineer of the new steamer Edward Buckley, which position he holds at this writing. She plies in the salt and lumber trade, principally between Manistee and Chicago.

Mr. Winkler chose for his wife Miss Ida L. Irwin, daughter of Thomas and Annie Irwin, of Grafton, Wis., and they were married February 28, 1884. The children born to this union are Willie R., Irwin, Mildred, Ida Bessie and Robert E. The family homestead is situated at No. 381 Fourth street, Manistee, Mich. Fraternally Mr. Winkler is a member of the Royal Arcanum.

JAMES BENNETT, chief engineer of the steamer Pabst, was born near Belleville, Ont., in 1862, son of Bernard Bennett, a shoemaker. After leaving school he worked at farming and as a grocery clerk until 1884, when he began sailing as fireman on the steamer W. L. Wetmore. The following season he fired on the steamer Raleigh, and during the next two seasons served on the Manistique and Robert Holland, in turn. For one season following he was oiler on the William H. Woolf, at Milwaukee, engaging for the same length of time as second engineer of that boat. He was second of the Thomas Davidson and the Fred Pabst one season each, in 1892 becoming chief of the Pabst, where he has since been retained. One of the most terrible experiences which Mr. Bennett has had during his sailing career took place in the fall of 1894. The Pabst, while making the passage from the Sault to Milwaukee, lost her rudder in St. Mary's river, but being very anxious to complete the trip, the Captain engaged two tugs to steer the boat and continued on the way. A gale sprang up and both tugs broke loose, and one of them, losing her bitts and tow-posts, was powerless to render further assistance. The other tug remained with the steamer through the night and succeeded in making fast several times, only to be torn away again. The steamer was finally saved, but she had suffered terribly, and needed to be almost rebuilt.

Mr. Bennett was married, in 1890, to Miss Annie Mulrooney, of Cleveland. They have one child living, Bernice; one is deceased.

CAPTAIN JOHN STEWART, of Ludington, Mich., and captain of the steamer City of Milwaukee, is a native of Canada, born in the city of Quebec in 1847, a son of Samuel and Ann (Gleeson) Stewart, natives of Ireland, the former of Scotch descent.

John Stewart's early years were passed at Amherstburg, and in 1863, at the age of sixteen years, he ran away from home and shipped as deck hand on the steamer Olive Branch, which ran between Gibraltar and Detroit, and there learned to be wheelsman. He was on the Olive Branch one season, and then went as fireman on the steamer Clara, which ran about Detroit. His next boat was the Pearl, running between Detroit and his native city, on which he served in the capacity of fireman. The following two seasons were passed in tugging between Lakes Huron and Erie. The next season he sailed for a time in the steamer Huron as wheelsman, and finished the year on the Evergreen City as lookout, the latter then running between Buffalo, Chicago and Green Bay. The following year he passed on the Illinois, a side-wheel steamer running between Cleveland and Lake Superior, and then sailed as second mate on the steamer City of Toledo, which plied between Saginaw and Toledo. Next he sailed on the Huron in the capacity of second mate, the Huron then running from Saginaw to Alpena. He was made mate of this steamer, and in about a year was promoted to captain of the same. Following the Huron the Captain sailed the Metropolis on the same route, and when sold he sailed the City of Sandusky. He then sailed the side-wheel steamer George L. Dunlap, and the John Sherman, the latter running from Saginaw to Alpena and Mackinaw, which he sailed one year on that route, when, in 1875, she was removed to Lake Michigan, running from Ludington to Sheboygan, and was the first steamer the F. & B. W. R. R. Co. put across the lake. In 1876 Captain Stewart left the lakes and

went to the Pacific coast, where for a year he was engaged in the lumber business. In 1877 he entered the ocean service as quartermaster in the Pacific Mail line, with which he remained a year and a half, and sailed to various foreign ports. Later he went with the Coast Steamship Company, with which he remained nearly two years, sailing both inland and outside steamers.

While in the West, Captain Stewart was married at San Francisco, to Miss Ida, daughter of Louis and Ida Stellar, of German extraction, and a sister of Mr. Stellar, of the business firm of Loury & Stellar, of that city. To this marriage have been born four children, as follows: Ida, Lewis, and John and James (twins).

In 1881, the Captain returned to the lakes and entered the services of Captain Cole, and sailed the steamer Dove, running on excursions. He then sailed the Arundel three years, and from her went into the service of the F. & R. W. R. R., and remained there eight years, sailing between Ludington and Milwaukee. From this service he went with the Grand Trunk railroad, and has since sailed the steamer City of Milwaukee. Captain Stewart is a member of the Ship Masters Association and of Blanchard Chapter of Bay City Masons. He is a most thorough seaman and one of the most popular captains on the lakes.

JOHN HEWSON, second in charge of the machinery of the steamer Modjeska, on the run between Hamilton and Toronto, was born in 1865, at Port Hope, Ontario. He received a careful education in the schools of Penetanguishene, Ontario, to which port his parents had moved, and when fifteen years of age he started sailing, his first experience being as fireman on the small tug Kate Pilgrim, running between Penetanguishene to the different ports on the north shore of the Georgian Bay. After about three years' service on her Mr. Hewson fired on the tug Tender for three months, in 1884 transferring to the freight steamer Wiarton Banner, as engineer, and remaining on her for eight months. For the next five months he was engaged as fireman on

the passenger steamer Cherokee, following which he went as second engineer for eight months into the big tug Superior. The succeeding year he was chief fireman eight months on the steamer Northern Belle, plying between Collingwood and Sault Ste. Marie, and commanded by Capt. James Bassett, and he subsequently became chief engineer of the fishing tug Welcome, sailing out of Collingwood, on which he remained eight months. His next season he put in as engineer of the tug W. J. Aikens, and then he went for a season and a half into the tug Heather Belle, fishing out of Owen Sound. Receiving a more lucrative offer, he left her and for three months held the berth of chief engineer on the steambarge Dominion, running between Kingston and Toledo and up Lake Superior in the grain trade. The next season he sailed out of Buffalo for four months, assisting the engineer as greaser on the steamer Tampa. Then he was for four months greaser on the big steamer Boston, sailing out of Buffalo in the service of the New York Central railway.

Having by this time gained considerable experience, Mr. Hewson returned to Canadian vessels, shipping as second engineer on the steamer Arabian, on which he remained a season and a half. For two seasons following he was chief engineer of the propeller Orion, going from her into the propeller Acadia, sailing from Montreal and Toronto to the head of Lake Superior. While on that vessel Mr. Hewson had one of the worst experiences of his life. During a fierce gale on November 5, 1896, the Acadia was wrecked on Lake Superior, near the mouth of the Michipicoten river, the terrible seas and high wind piling her right upon the rocks, a quarter of a mile from shore. All on board took to the boats and finally landed in a bleak locality, over one hundred and twenty-five miles from any habitation, and with nothing saved from the wreck but the clothes they wore. They almost perished with hunger and cold before they reached any help, and were in a pitifully exhausted condition. Mr. Hewson experienced another narrow escape, in 1891, while on the propeller Dominion, which came near foundering

in a fierce gale on Lake Superior, the boiler room being continually flooded so that the steam was difficult to raise. For fifty hours they battled, finally reaching the "Soo" in a terrible state, almost the entire upper works of the vessel having been carried away and a great amount of cargo spoiled. In the spring of 1897 Mr. Hewson was appointed second engineer of the steamer Modjeska, which position he has ably filled to the present time.

Mr. Hewson was married in 1893 to Miss Day, of Owen Sound. His politics are independent; he is a Methodist in religion.

CAPTAIN P. WALSH, chief officer of the steamer Modjeska, of the Hamilton Steamboat Company, under Commodore Crawford, is a sturdy specimen of the whole-souled mariner. He was born June 1, 1857, in Oakville, Ont., where his father was a prominent hotelkeeper, and was educated in the separate schools and in De la Salle Institute, in the city of Toronto, receiving a thorough training in all the ordinary branches. For the first years of his active life he was in the hotel business in Oakville with his father, who, with a view of bettering his circumstances, removed to Waterford, a small town near St. Thomas, Ont. Captain Walsh now launched into business for himself, starting a hotel in Burlington when he was about twenty years of age, and thence removing to Hamilton, where he conducted a hotel from 1882 until 1886. Tiring of this business, he finally secured a position as timekeeper on the Toronto Street railway, which he held for one year, in 1887 entering the employ of the Hamilton Steamboat Company, with whom he has remained ever since, gradually working up to his present office.

Captain Walsh was married, in 1887, in Hamilton, to Miss Commerford, when he was in the hotel in Burlington. Three daughters have been born to them, Eva, Eulalia and Maggie, all of whom are receiving every advantage for education in the schools of Toronto. Captain Walsh's politics always savored strongly of Liberalism, and he takes an active part in the elections that occur while he is ashore. As a ward

scrutineer he is in great demand. Municipal elections make a glorious field for him, and he invariably works and votes for the man whom he considers fitted for alderman or mayor of Toronto. He and his family are members of the Roman Catholic church.

SAMUEL M. SLOAN, partner of B. L. Cowles, of the firm of Sloan & Cowles, the most extensive excursion boat owners of Buffalo, N. Y., was born in that city December 30, 1858. He was educated there in the public schools, leaving school when eighteen years of age, since when he has been engaged in the grocery business, from 1878 to the present time on his own account, at No. 104 Main street. He has been unusually successful in his ventures, possessing a pleasant and genial disposition, which has naturally been the means of gaining him many friends.

Alexander Sloan, father of Samuel M. Sloan, has been a resident of Buffalo since 1835, the prosperous period of the city's history. Alexander Sloan was born near Belfast, Ireland, November 4, 1820, the son of John and Sarah (Barron) Sloan, who were married in 1812. In 1801 John Sloan built a house in Ireland still standing, in good repair, on the cornerstone of which is engraved: "Built in 1801." The children of John and Sarah Sloan were as follows: First, a daughter; twin boys, William and James; then Alexander, Matthew, Thomas and Hugh. The father had been married before, and has three sons by his first wife, the youngest of whom, Samuel, came to the United States in 1833, bringing Alexander with him. They landed in New Orleans, but on account of the prevalence of cholera and yellow fever, remained there only three days, sailing up the Mississippi and Ohio rivers to Louisville, Ky., where they remained about a year. Samuel died there in August, 1834, and young Alexander, being thus left alone in this country at the age of only fourteen years, determined to come to Buffalo. He proceeded up the Ohio to Portsmouth, from which place he rode on horseback in six days to Cleveland, Ohio, and from Cleveland to Buffalo, also on horseback.

At the time of Mr. Sloan's arrival in Buffalo that city contained about 15,000 inhabitants. To hold an election required three days. The following boats were in the harbor: William Penn, Pennsylvania, Daniel Webster, Henry Clay, Robert Fulton, Sheldon Thompson, Charles Townsend, and New York, the captain of the last named being Robert Bristol. The schooner Julia Palmer, of 300 tons, was on the stocks building; her cabin was elegantly finished in mahogany and bird's-eye maple. This schooner rode out the fearful storm of November, 1842, with 300 passengers aboard, her anchors holding her fast off the foot of Main street, where she pitched and rolled in a manner frightful to behold all the day of the 19th, and was brought into the harbor on the 20th, much to the relief of all on board and their friends on shore. Mr. Sloan well remembers the Superior, the second steamer on the lakes. Of the British fleet of the war of 1812 he remembers the Queen Charlotte and the Detroit. There was also a fine ship named the Milwaukee, which was wrecked off the mouth of the Kalamazoo river. Captain Webster of this boat had his feet so badly frozen that it was necessary to amputate them. Mr. Sloan also recollects that a number of new boats were built at Black Rock in 1838, among them the Constitution, Constellation and New England. There was also the Thomas Jefferson, which made a famous chase after the New York, overtaking her, as he says, at the mouth of the Detroit river, notwithstanding she had a day and a night the start. There was a daily line between Buffalo and Erie, some of the boats belonging to which were the Red Jacket, the Indian Queen, and the Charter Oak, the last named commanded by Capt. Simeon Fox, a man weighing 280 pounds. The Charter Oak foundered off Erie or Conneaut, with the loss of all hands aboard, while commanded by Capt. Charles Rogers. The Atlantic was lost off Long Point in 180 feet of water, nothing being saved but the safe. A fine new brig named the Mechanic was lost off Point Abino in 1845. Mr. Sloan also remembers the fine brigs Indiana, Illinois, Robert Hunter and Martha Freme, the

Fremer commanded by Capt. John McKinty, who now lives in Cleveland, Ohio; also the Owanunyah, built at White Haven on Grand island, and commanded by Capt. Augustus Todd.

In 1840 Mr. Sloan, in company with his twin brothers—who came to Buffalo in 1837—began business in the grocery line where Spaulding's Exchange now stands, corner of Terrace and Main streets, remaining there until 1845. They built a block for themselves on the southwest corner of Washington and Exchange streets, and kept a grocery store there a number of years, Mr. Sloan finally turning the business over to his brothers and erecting the building at No. 104 Main street in which Samuel M. Sloan now has his establishment.

In 1867 Mr. Sloan erected a residence at No. 67 Oak street, in which he lived until 1896, when he removed to his present home, No. 410 Norwood avenue. On October 12, 1846, he was married to Miss Nancy Young, daughter of William Young, of Waterford, Penn., a farmer by occupation. Mr. and Mrs. Alexander Sloan have had the following children: John Y., born December 5, 1847; William J., born February 7, 1849; Alexander H., keeper of the penitentiary in Buffalo, born October 28, 1850; Sarah J., born February 14, 1853, married to L. H. Plogsted; Mary C., born February 11, 1855, married to O. G. Braden; Julia B., born December 24, 1856, wife of George J. Volger, of Buffalo, N. Y.; Samuel M., born December 30, 1858; and Annie L., born April 22, 1861, unmarried.

Politically Mr. Sloan was a Democrat until after the breaking out of the Civil war, in 1861, in which year he and his five brothers joined the Union League, and he has been a Republican ever since. He served in the war of the Rebellion as a member of the Seventy-fourth Regiment, his company, R, being known as the Buffalo Light Dragoons. He was called out twice during the war, once when General Lee invaded Pennsylvania, and once afterward for a longer period, performing valuable services in the cause of the Union.

The first ferry boat Mr. Sloan can remember which crossed the Niagara river

between Buffalo and the Canadian shore was propelled by horse-power, two horses working on a tread-wheel, one on each side and headed in opposite directions. The driver stood in the center of the wheel, and constantly kept his whip going, first on one horse and then on the other. The tread-wheel had gearing underneath which turned the paddle-wheels and propelled the boat across the river in about ten minutes. The first boat he recalls was the Waterloo, after which came the Cygnet and the Alliance, and finally the Union, all owned by James Haggert, who had the ferry privilege for many years.

WILLIAM JEWELL was born December 25, 1845, in Devonshire, England. After reaching the proper age he was apprenticed at Garrow to the Palmer Ship Building Company, where, it is said, the ore came in at one gate and went out at the other a man-of-war. At times this company employed 10,000 workmen. Mr. Jewell served in their employ seven years, and then shipped on the steamer Woodburn, out of Whitby, serving the first year as assistant engineer and being advanced the next to chief. The Woodburn plied between London and Montreal, Canada, and on the Black and Mediterranean Seas, touching at Odessa and as far down as Sangierock, the Sea of Azov and up the river Danube. He was transferred from her to the passenger steamer York, of the same company, on which he remained three years and six months. The York was engaged in carrying pilgrims between the East Indies and Egyptian ports, touching at Jeddo, Penang and Singapore. Only five of the original crew returned from this voyage, the rest dying from fever, and it was necessary to man the steamer with a crew of coolies. Mr. Jewell next shipped as engineer on the trans-Atlantic steamer Somerset, out of Bristol for New York, with which he remained two years, at the end of that time going on the Helen, of Grimsby, engaged in the Mediterranean trade. In 1870 he shipped in the steamer City of Paris, a blockade runner between Wales and Rouen during the war, but after making six trips

on this vessel he concluded to quit her as it was a dangerous post without sufficient recompense for risk of life. He was then appointed engineer of the harbor tug *Calcedonia*, of 500-horse power, towing in the British Channel, and held this berth for eighteen months, after which he took the steamer *Sea King* to Constantinople, remaining at that port with her six months. Returning to Cardiff, he shipped as engineer in a vessel bound for Alexandria, Egypt, thence to Borneo, Africa, and on the Mediterranean, where she loaded with iron ore for New York, the voyage lasting three months.

On arriving in New York, Mr. Jewell proceeded west and stopped at Akron, Ohio, where he took a position as engineer in the Akron Iron Works, continuing in that employ two years. Going to Cleveland he was placed in charge of the machinery in the rod mill of the Cleveland Rolling Mill Company, with which he remained five years, afterward working for the W. J. Morgan Lithographing Company for a period of six months, and the National Flouring Mill for a short time. His next position was as engineer of one of the Monson tugs, and he then entered the employ of Palmer & DeMuys. For two years he held the position of examiner of stationary engineers, to which he was appointed by the city government of Cleveland, and for another year he was in the employ of Bell, Cartright & Co. In 1891 he was placed in charge of the machinery of the Perry-Payne building, where he has since remained.

In 1880, Mr. Jewell was united in marriage to Miss Annie Carley, of London, England, and four children have been born to them: Burt, Rosie, Daisy and Lily. Socially he belongs to the Knights of the Maccabees, Sons of St. George, and the National Association of Steamboat Engineers.

CAPTAIN EDWARD HEWITT, of Cleveland, Ohio, although barely past the half-century point in age, has spent nearly forty years as a sailor on the ocean and the Great Lakes. He was born in the little village of

Warren's Point, in the North of Ireland, on January 14, 1844, son of Thomas Hewitt, who was a farmer. Edward Hewitt commenced sailing in 1858, his first experience being as boy on the iron dispatch steamer *Mystery*, which was used to carry ammunition for the English during the Crimean war. His uncle, Capt. James Hays, was in command of the vessel, and he spent three years in her, the little steamer making regular trips between the northern coast of Ireland and Ardrossan, Scotland. At the expiration of his period of service in the *Mystery*, young Hewitt went to Liverpool, where he shipped on the steamer *Arcadia*, engaged in the Mediterranean trade. Within a period of twelve months he had made four round trips, touching each time at the ports of Gibraltar, Malta, Syria, Constantinople, Smyrna, and Alexandria, Egypt. At the close of the fourth trip he went on the full-rigged ship *Helen Douglass*, Captain McDougall, and made a voyage to Calcutta with a cargo of merchandise. The vessel brought a cargo of sugar, jute, cotton, etc., back to Liverpool, at which point Mr. Hewitt joined the ship *Inkerman*, of Boston, and made another voyage to Calcutta. The *Inkerman* received some slight injuries on the way out, and was compelled to go into dry dock in Calcutta. While her repairs were being made a terrific cyclone descended upon the city and made wrecks of a large number of fine vessels, but the *Inkerman* escaped damage by the storm and loaded a cargo of rice for Bombay, there being a severe famine in India at this time, 1863. There were other American merchantmen in that quarter of the world at the time, but their commanders knew that the Rebel privateer *Alabama* was cruising near the Cape of Good Hope, and they dared not start for home. The *Inkerman* therefore loaded with cotton, sugar, etc., for Liverpool, making the trip in safety.

Leaving the vessel at Liverpool as before, Hewitt shipped in the bark *David Taylor*, of New Brunswick, for a voyage to Buenos Ayres, from which point the vessel sailed around the Horn to Valparaiso, where he left her, joining a Chilean bark at

Coquimbo. After remaining in this vessel, which was engaged in the copper ore trade, but a short time, he went to a Peruvian port and joined a French ship, the Nantes, for a trip to Havre, France. At this point he joined the ship Martha Cobb, of Maine, for a voyage to Cardiff, Wales, where he shipped on a square-rigged brig, and made several trips to Newcastle-upon-Tyne. Making his way thence to Liverpool he shipped on the bark Recife, which took a general cargo to Japan, and loaded at Yokohama with tea for New York; she did not reach her destination, however, until six months and twenty-two days, being given up for lost. On the way she stopped at the island of St. Helena, and Hewitt went on shore long enough to see the house in which Napoleon Bonaparte spent his last days. The Recife reached New York in April, 1867, and Mr. Hewitt proceeded at once to Buffalo, sailing on the lakes until October of the same year, during which he saw service in the schooners F. M. Knapp, J. I. Case and Reed Case. In October he went down the Mississippi river to New Orleans, where he shipped on the Pontiac for Havre with cotton, returning to the United States on a French bark. He spent two years on the Atlantic coast in the steamers Hercules and Allentown. Then he went to St. John, N. B., and shipped as second mate on the bark Harry Bailey, bound for Liverpool with lumber, and returning with a cargo of coal, which she left at Havana, Cuba, going from Havana to Pensacola, Fla., to get a cargo of hard pine for London. Leaving the Bailey at Liverpool, Mr. Hewitt joined the Inman line steamer City of Montreal, and made four trips between New York and Liverpool, his next berth being on the brig Stockton, trading on the Atlantic coast, on which he remained for some time. In 1875 he went to St. John, N. B., to be married, and he spent the three years following on shore, engaged in rigging new ships at St. John. Then he engaged as boatswain of the ship British Queen, making a voyage to Liverpool and back, and upon his return he removed to Cleveland, Ohio, where he was given the berth of second mate in the schooner Frank C. Layton. Later

he served in the schooners Leonard Hanna and Camden, and was second mate, mate and master, successively, of the schooner Delaware, in which he remained five years. Then he sailed the schooners Richard Winslow and Minnehaha, was mate of the steamers E. P. Wilbur and George Spencer, master of the schooner San Diego, mate and master of the steamer Colgate Hoyt, and master of the steamer A. D. Thompson and the schooner Save-land, remaining in the last named vessel two and a half years. He took the yacht Nautilus, belonging to Benjamin F. Howard, of Duluth, to the World's Fair for its owner, commanding her that year, and he has since sailed in various boats, during the summer of 1896 being connected with one of the Euclid Beach Park boats of Cleveland.

The Captain married Miss Mary Elizabeth Wall, of St. John, N. B., and they have had children as follows: Joseph, John, Thomas, Mary, Francis, and Florence Delaware, who was born on the ship Delaware, which the Captain subsequently commanded. The family has a pleasant home at No. 213 Taylor street, on the West side, Cleveland.

CAPTAIN JULIUS MORGAN, who was one of the earlier sailing masters of the lakes, was born in Oswego, N. Y., in 1832, and was a son of 'Squire Ambrose Morgan. He was master of a lake vessel by 1850, and he continued sailing, always in vessels in which he owned an interest, until 1874, the year before his death. For a number of years he was master of the schooner John L. Gross, which was lost on Lake Superior after he left her. Other vessels sailed by him were the schooners Algerine, Challenge and U. S. Grant. He was part owner of the schooner Orphan Boy for a time, but did not sail her. During the Civil war he traded between Oswego and Canadian ports, his principal cargo being general merchandise.

Mr. Morgan was married, in 1856, to Miss Mary J. Grover, daughter of J. W. Grover, of Cleveland, and the children born to them were Joseph Alfred, who is now

inspecting engineer for a New York insurance company in Louisville, Ky.; C. A., manager of the Cleveland Tug Company; and Julius Howard, who is with the firm of Fenton & Stair, of Cleveland.

GROSVENOR HAIG is the son of Adam Haig, one of the oldest and best-known engineers in the lake service, and was born in Buffalo, N. Y., December 21, 1864. During his boyhood he attended the public schools of his native city, and he began his life on the lakes in 1886, as oiler in the propeller A. P. Wright, in which vessel he sailed as such for four years. He then shipped on the propeller John B. Lyon, and served on her for one season, when he obtained his papers as second engineer, continuing in that capacity on the same boat for the season of 1891. In 1893 he shipped as second engineer of the propeller Robert A. Packer, from which time up to the present he has served as engineer of the propeller Charles W. Bradley. Mr. Haig is unmarried, and resides with his father at No. 229 Plymouth avenue, Buffalo.

CAPTAIN THOMAS GARNER, mate of the schooner Antelope, of Toronto, a thoroughly experienced mariner and shipwright, is a native of England, born in 1847, in Milborne, son of Capt. Loup Garner. In 1853 the family emigrated to Canada, settling in St. Catharines, Ont., where the father followed the trade of ship-carpenter when not engaged in sailing on the lakes, for he was an efficient sailor as well as a competent tradesman.

In St. Catharines Thomas Garner received a liberal education at the common schools, and worked with his father as ship-carpenter until he was twenty years of age, becoming thoroughly skilled at that trade. In 1867 he commenced sailing the lakes, shipping before the mast on the brig Niagara, trading from Kingston, Ont., to ports on Lake Erie, on which he served during the last three months of that season. In the following spring (1868) he went on the brig Cavalier, and was on her five months, finishing the season on the schooner Fanny Campbell. During 1869 he sailed on the

schooner St. Lawrence as second mate; in 1870-71 remained on shore and worked at his trade of shipwright in the yards of L. Shickluna and Simpson, of St. Catharines. For a short time he was mate on the schooner Cecelia Jeffery, belonging to the Mitchell Coal Company, of St. Catharines, and afterward sailed as quartermaster of the American merchant schooner Anglo Saxon, going from her to the schooners Cheney Ames and William Home, both also American. Subsequently he returned to Canadian vessels and sailed as mate of the schooners Gleniffer and Vienna, remaining on the last named two seasons. He sailed part of a season on the schooner Trade Wind; then was on the schooners Mary Ann Lydon, of Port Hope, and Sir Oliver Mowat, and also on several other vessels until the spring of 1897, at which time he went, as mate, on the schooner Antelope, Capt. William R. Wakely, plying chiefly in the coal and lumber trade between ports on the south shore of Lake Ontario and Toronto. The only occurrence in Captain Garner's sailing career that may be said to have been fraught with imminent danger was when the schooner St. Andrews, of which he was mate, was driven ashore some eight miles below Niagara, on the south shore of Lake Ontario. Fortunately no one was drowned, and after three days the vessel was lightened off, only slightly damaged.

In 1867 Captain Garner was married to Miss Louisa Johnson, of St. Catharines, Ont., and six children, five daughters and one son, have been born to this union. Since 1890 the home of the family has been in Toronto. In politics the Captain is independent, always casting his ballot for the candidate he considers best qualified to represent his constituency in national, county or city affairs, for the good of the country and community at large. In religious faith the family adheres to the Church of England.

FRANK R. JOHNSON, engineer of the steam-yacht Titania. From his boyhood to the present time the subject of this brief notice has been actively identified with marine interests at the eastern extremity of the

Great Lakes. He was born at the foot of Breckenridge street, Buffalo, October 14, 1856, and received what schooling he obtained in the public schools of his native city.

In 1875 Mr. Johnson engaged as deck-hand for the Buffalo & Grand Island Ferry Co., on the Niagara river, and two years later became engineer of the tug Eagle, acting in that capacity until 1879. He then accepted the position of engineer on the tug Bruce, and in 1881 shipped as engineer on the tug Maud S., of Buffalo harbor. In 1882 he was appointed engineer of the private yacht Lorelei, running from Buffalo to the Oakfield Club House, on Grand Island, and continued thus for two years, in 1884 accepting the position of engineer on Myron P. Bush's steamer Idle Hour, running from Buffalo to the St. Lawrence river. The following year he became engineer of S. S. Jewett's private steamyacht Titania, which position he has filled with ability for some twelve or more years.

Mr. Johnson was married, in 1877, to Miss C. E. Staley, of Grand Island, N. Y., and they have one daughter. He resides at No. 102 Albany street, Buffalo, New York.

FREDERICK VENATOR has been sailing out of Buffalo harbor as engineer for a number of years. He is a native of Buffalo, having been born in that city July 9, 1839, a son of Charles and Dora (Miller) Venator, and there he obtained his education. The early part of his active life was given up to employment in the direct line of his trade, and he has at different times worked in Davis & Eaton's planing-mill, Pierce's shingle factory, George Bailey's machine shop (in which he learned his trade), the Kendall Machine Shop, John T. Noyes' shop, the King Iron Works, Brook's Locomotive Works at Dunkirk, the Erie Railway Shops and the Holly Water Works. Mr. Venator's first experience on the lakes was as second engineer of the steamer Arctic, and he was subsequently engaged in the same capacity on the Owego, of the Union Steamboat Company. Following this he was chief engineer in turn of the steamer Susquehanna, the Conemaugh and the

Wissahickon, all of the Anchor line. He is a member of the Marine Engineers Beneficial Association and, fraternally, of the Ancient Order of United Workmen.

In 1864 Mr. Venator was married, at Buffalo, to Miss Raney Blummer, by whom he had six children, and in 1875 he married, for his second wife, Miss Anna Ross. They reside at No. 543 Oak street, Buffalo.

A. McMINN, who is a prominent tug man, both as pilot and engineer, was born in 1861 in Thomaston, Maine, and came to Buffalo with his parents about 1867, here attending the public schools. After leaving school he entered the employ of Knight & Sisson to learn the machinist's trade. Mr. McMinn first became connected with the tugging business in the spring of 1872, beginning as fireman on the tug Double Exhaust, and the following season served in the same capacity on the tug Sarah E. Briant. His next tug was the Post Boy, on which he was employed two seasons. In the spring of 1876 he entered the employ of Hingston & Woods as fireman on the J. F. Bean, being advanced the following season to the berth of engineer, which he held two years. In 1879 he shipped on the tug Maud S., and took her to Pequaming, Lake Superior, where he ran her that season. On returning to Buffalo in the spring of 1880 he was appointed engineer of the tug John F. Griffin, was given a similar position the following season on the A. P. Dorr, and in 1882 on the tug Alpha, continuing on her four years, after which he went to Chicago and took charge of the machinery of the tug Morford. On his return to Buffalo the next season he entered the employ of the Maytham Tug line as engineer of the Annie P. Dorr; in 1888 he was transferred to the E. C. Maytham, and in the spring of 1889 he was appointed master of the tug Adams.

In 1890 Mr. McMinn went to Duluth as chief engineer of the Inman Tug line, running the iron tug Record, so named for the *Marine Record*, published in Cleveland, where the tug was built. He remained with Captain Inman two years, and while there was recognized as a veritable "doctor" of tug machinery, saving many a repair bill to

the firm by his knowledge of mechanics. In 1892 he took the tug O'Brian at Oscoda, Mich., and in the spring of 1893 was appointed her engineer, going out of Conneaut, Ohio; in the spring of 1894 he was appointed engineer of the river tug Howard, at Ashland, and the following season became engineer of the Pleasure boat Idle Hour, for W. Zeigler, at Buffalo. In 1896 he was appointed master of Maytham's tug Alpha, which he sailed until the close of navigation, and during the winter he had charge of the tug Woods, running as tender or dispatch boat on the Niagara river, in connection with the water-works crib and other Buffalo enterprises. Mr. McMinn is a member of the American Association of Masters & Pilots and of the Buffalo Harbor Tug Pilots Association. He has nineteen issues of marine engineer's license and nine issues of pilot's license.

Mr. McMinn was married, in 1882, to Miss Loretta Hackett, of Buffalo, and their children are George, Loretta, Albert and Grace. The family residence is at No. 102 Hawley street, Buffalo.

WILLIAM BAUMERT is a native of Prussia, and was born in 1853 at Frankfort-on-the-Oder, son of Carl and Anna Rosina (Summer) Baumert. He attended school in the city of his birth, and at the age of fourteen began learning his trade with his father, who was a locksmith, working with him one year, and spending the succeeding three years at the same work, but in other employ. For the years following until 1872 he was engaged in the capacity of oiler on salt-water steamers of the old Red Star line, out of Antwerp to Philadelphia, after which he made up his mind to sail on the Great Lakes for a livelihood. He made a couple of trips as fireman on the steamer James Lord, but because of dull times returned to salt water and accepted the berth of fireman on an ocean steamer to Hamburg. Upon a visit to his native town he was drafted into the German army, in which he was compelled to serve three years, and from the close of his service to the spring of 1878 he migrated from place to place in the old countries, working at his

trade. In 1878 he proceeded from Antwerp to Philadelphia, and thence to Pittsburgh, where he worked at the locksmith and blacksmith trades until he was taken ill, being compelled to abandon labor for about five months. In 1879 he went to Cleveland and shipped as fireman on the steamer Roanoke, of the Commercial line, from which he transferred to the James Lord, under Capt. M. M. Drake, closing the season on her. For the ensuing ten years he was variously employed, both on the lakes and in machine shops, and in 1890 he began to sail the lakes steadily, during that season serving as oiler on the steamer Brazil. He was oiler on the Susquehanna the early part of the season of 1891, and closed it as second engineer of the Owego. In 1892 he was second engineer of the old Belle Cross until June, when he became chief engineer of the private steamyacht Alcyone, owned by Henry Bulge, of Minneapolis, which he laid up at Chicago. In 1893 Mr. Baumert fitted out the Alcyone and operated her until June, when he went to Buffalo and entered the employ of the Western Transportation Company as second engineer of the Montana, laying her up at Buffalo at the close of the season. He retained his berth in the Montana until June, 1895, when he was taken ill and compelled to leave, for the rest of that season finding employment on shore as a steam-fitter. At the opening of the season of 1896 he was engaged as second engineer of the steamer J. H. Shrigley, remaining on her until June, from which time until the close of navigation he was on the W. B. Morley, which was laid up at Milwaukee. He is a member of the Marine Engineers Beneficial Association.

In 1892 Mr. Baumert was married at Chicago to Mrs. Bertha Trenner, who had one child by her first husband, named Nicholas. They reside at No. 23 Cypress street, Buffalo, New York.

DENNIS STRULB was born in Monroe, Sussex Co., N. J., in 1864, a son of Peter and Susan (Bush) Strulb, and removed with his parents to Sayre, Penn., where he attended the public schools a number of

years. In 1884 he came to Buffalo, and after four years, during which time he was engaged in various occupations, he shipped on the steamer Jewett as oiler, the following season serving in the same position on the Owego. In 1890 he was appointed first assistant engineer on the George H. Hadley; in the spring of 1891 he came out in the new steamer Pueblo as first assistant, and the following year went on the William H. Gratwick, closing the season on the John Duncan. In the spring of 1893 he shipped on the St. Louis; in 1894 on the Delaware, finishing the season on the Omaha; in 1895 again shipped on the St. Louis as first assistant, and also engaged on her during part of 1896, finishing the latter season on the Samuel Marshall as first assistant.

Mr. Strulb is a member of the Marine Engineers Beneficial Association at Buffalo, and of the Fraternity of Odd Fellows. He makes his home in Buffalo, where he was married in 1893 to Maggie Barry, of that city, and they have two children, named William and Mamie.

CAPTAIN DAVID DONALDSON was a lake navigator who passed through the hardships incident to a sailing life forty years ago, and left four sons who followed in his footsteps. He was born in Yorkshire, England, in 1832, and came alone to the United States eight years later. He made his way to Cleveland, and finding employment in the shipyards of that city, in time learned the trade of ship carpenter, which he followed until 1859, when, having amassed a little pile of savings, he went to Fremont, Ohio, and there constructed a schooner which he named N. C. West. Taking the vessel to Cleveland he found an opportunity to sell her before she was fitted out, and so disposed of her and purchased the scow Mona, which he sailed three years, when she went ashore at the piers forming the entrance to Cleveland harbor, where her bones lie to this day. After this he purchased the scow Bailey, and sailed her until shortly before his death, which occurred in 1876.

Captain Donaldson married Miss Kate

Faragher, of Cleveland, who was a sister of Capt. William Faragher and a sister-in-law to Captain Mallory, now of the Minnesota Steamship Company's fleet. They had six children: William, deceased; Walter, who developed remarkable propensities for travel, and is now in South Africa; Belle, who is the wife of Mr. Randall, of the passenger steamer City of Buffalo; Edward, who is chief engineer of the Cleveland Tug Company; Grant, who is chief engineer of the steamer German; and David, who is second engineer of the passenger steamer State of New York.

After the death of Captain Donaldson, the eldest son, William, who was born in 1860, took his father's place and sailed the Bailey a number of years. Then he sold her and bought the scow Sassacus, which he sailed four years, and after disposing of her he became owner of the schooner Barney Avery, and sailed her until she went ashore and was lost on Point Pelee island in 1886. During this same year, and but a short time after the loss of the Avery, Captain Donaldson returned to his home in Cleveland, and before he had completed arrangement for securing another vessel he died, from the effects of an internal hemorrhage.

GRANT DONALDSON, the young and efficient chief engineer of the Cambria and other boats, is a son of the late Capt. David and Kate (Faragher) Donaldson, and was born in Cleveland, April 14, 1868. He commenced sailing at the early age of twelve years, and for many years thereafter he sailed during the summers, and attended school during the winter months. His first experience was gained in the schooner Bailey, of which his brother, Capt. William Donaldson, was master. Later he spent some time on the schooner Barney Avery, Capt. John Law, and after this began firing on the harbor tugs in Cleveland, and during the time he was employed on the tug lines he served on nearly every boat of that class in Cleveland. Then he sailed for a time on the steamers Helvetia and Niagara, becoming second engineer of the steamer Vienna in 1888. He remained on the Vienna two

seasons, and then became second engineer of the *Iron Chief*. After a season on this vessel, he served on the *Tuttle* one season, on the *Joliet* two seasons, and also on the *Corsica* two seasons, becoming engineer of the *Cambria* in 1896. After laying up the *Cambria* he ran the steamer *German* late in the fall.

The nearest Mr. Donaldson ever came to losing his life while on the water occurred several years ago when he was experimenting with winter navigation. During the month of January he was on a scow loaded with wood which a tug was towing toward Cleveland. The scow was top-heavy and rolled over, precipitating everybody on board into the water and giving them a thorough wetting, as well as something of a fright. Happily no one was injured, and the tug picked up all the members of the crew without difficulty.

DAVID DONALDSON, youngest son of the late Capt. David Donaldson, was born in Cleveland in 1870. Like all his brothers, with one exception, he joined the lake marine at an early age, and has continued to follow the water. His first sailing was in 1885, when he became fireman of the tug *Florence*, on which he remained an entire season, after which he found employment on other harbor tugs in Cleveland, serving in turn on the *Doan*, *Bolton*, *Mary Virginia*, *Cushing*, *Alva B.* and *Gregory*; thence going to Fairport, where he was employed on the tugs *Anna*, *Page*, *Dixon* and others.

He gave up the tug business in 1894 to accept the position of oiler on the passenger steamer *State of Ohio*, and during 1896 he was second engineer on her sister ship, *State of New York*.

CAPTAIN W. H. BELTZ. This well-known shipmaster was born in London, Ont., November 15, 1848, and before he was a year old removed with his parents to Grand Island, N. Y. He attended the public schools of that place, and at the age of nine years became assistant cook on the tug *Relief*. In 1863 he was fireman on the tug *Ellen M. O'Brien*, and the following year he enlisted as a private in the Sixteenth

United States Infantry, with which he served faithfully for three years.

In 1869 Mr. Beltz received his papers as marine engineer, and shipped in that capacity on the tug *Fanny White*, of Cheboygan, Mich.; during the season of 1870 he was engineer on the tug *Mildred*, of that port, and in 1871 came to Buffalo and sailed the steamyacht *Maggie L. Wilson*, as master. The following year he shipped as second engineer on the tug *Music*, and in 1873 served as chief engineer of the barge *Saginaw*. He worked ashore during the years 1875 and 1876, and in 1877-78 was engineer of the steamer *Allentown*, the year following shipping on the tug *Mayflower* in the same capacity. In 1880 he sailed the private yacht *Lorelei* as master, and in 1890 became the master of the excursion steamer *Huntress*, belonging to the Oakfield and Island Clubs, and still holds that berth.

Captain Beltz was married November 27, 1879, to Miss Josie Rockleman, of Buffalo, and has three children living. They reside at No. 163 Potomac avenue, Buffalo, New York.

WILLIAM J. SLATER, the present chief engineer at the famous Gold Dollar Saloon on Main street, Buffalo, was born at Buffalo, January 14, 1857, of Irish parentage, and passed five years of his early life in St. Joseph's College, that city, obtaining his education. He also attended the public schools for three years. His parents, Edward and Bridget (Brennan) Slater, were residents of Buffalo for forty-five years.

The subject of this sketch began active life as ferry boy on Buffalo creek in 1866, and in 1870 hired out as wardroom boy in the United States marine service, aboard the United States revenue cutter *Hamilton*. After a year in this service he worked for three months at his trade in the Buffalo Boiler Works, and the following three years and a half as machinist in David Bell's shop. In 1875 he became fireman on the harbor tug *Orient*, and two years later went as second engineer on the steamer *Missouri*. Here he remained three months, and then became engineer on the

Orient for two months, following this as second engineer on the Badger State, and in 1879 became chief of the Michael McGraw for the season. In 1880 he was in the tug William H. Upham, at Duluth, one season, and in 1881 was chief of the steamer J. C. Pringle. In 1882 he spent six weeks on the P. H. Ralph, the balance of the season working on the Newburgh; in 1883 he went to New Orleans and took charge of the tug Mamie Wood two months, and in February of that year went as oiler of the steamer Eldorado, on which he continued for eighteen months; she plied between Algiers and New York City. In 1885 Mr. Slater went as second of the City of Galveston, which ran from Savannah to New York City, and on her remained two years, after which he went as second on the Arkansas from Galveston to New York City, where he worked six months. In 1888 he changed to the Ohio river, and was on the steamer Iron Age as second engineer for three months, starting from Pittsburgh. In 1889 he went to Chicago and acted as engineer on the Michael Shields, of the Vessel Owners Tug line, for one season, in 1890 working for Patrick Smith, of Cleveland, as engineer of the tug James Amadeus, one season. The next season he was second engineer of the steamer Newburgh; in 1892 was second of the P. J. Ralph six months, and the balance of the season on the E. B. Hale; the season of 1893 he was on the Arctic; for three months of the season of 1894 he was on the barge Ohio, and the balance of the year chief of the tug Sprague; during the season of 1895 he acted as chief on the Cormorant, as second on the Charles A. Eddy, for two months, and for three months as chief of the Iron Duke. In April, 1896, he became chief engineer of the plant of the Camden Iron Works, at Buffalo, and on November 20, of that year, went to his present employment, that of chief engineer of the Gold Dollar Saloon, which operates an electric plant not only for its saloon but for adjoining stores.

Socially, Mr. Slater has been a member of the Independent Order of Red Men for five years, of the Catholic Mutual Benefit Association ten years, and is also a member

of the National Association of Stationary Engineers, No. 151.

On October 30, 1878, Mr. Slater wedded Mary Kane. Their children are Edward, Esther, Mary and Edith. Mrs. Slater's brother, William E. Cane, was second engineer of the propeller Emily P. Weed, of the Lackawanna line, during the season of 1896.

CAPTAIN GEORGE MCMINN, JR. This official, well-known in the merchant marine of the Great Lakes, was born in Thomaston, Maine, September 12, 1854, and in boyhood attended the public schools of his native town.

In 1871 the Captain began life as a mariner on the lakes as sailor on the bark Favorite, and served in various capacities on several other vessels until 1889, when he shipped as mate of the steamer Starrucca, continuing to hold that position with efficiency for two years. In 1891-92 he was master of the steamer R. A. Packer, and in 1893 sailed the H. E. Packer as master for part of the season, the balance of the year commanding the Clyde, of the Lehigh Valley line, sailing between Buffalo and Chicago, and intermediate points. In 1896 he shipped as first mate of the steamer Globe, of the Great Lakes Steamship Company, which position he is still filling with great credit to himself, sailing between Buffalo and Cleveland.

Captain McMinn is unmarried, and resides at No. 239 Dewitt street. He is a valued member of the Ship Masters Association, Buffalo Branch No. 1.

CAPTAIN ANDREW HANSEN is one of the hardy Norsemen who have made a success upon the Great Lakes. He comes from a family of seafaring men, and has, after an experience upon the waters of the Old World, sailed for more than twenty years the chain of lakes, and during that time he has steadily risen from a subordinate position to the command of a vessel and the ownership of vessel property.

Captain Hansen was born in Sweden, in 1858, the son of Hans Jacob and Sophia (Berinson) Hansen, also born in Sweden.

The father was a sailor and eventually became a shipmaster, sailing from Gottenburg, Sweden, to various European ports, including those on the Baltic sea, and the ports of England and of France. He and his wife lived throughout life and died in their native land. He was educated in his native country and went before the mast in 1872, at the age of fourteen years, sailing from Gottenburg, on the Baltic Sea. In the spring of 1878 he came to America, and going to Buffalo at once sought employment on the Great Lakes. He shipped from Buffalo on the schooner John M. Hutchinson and came to Chicago that year, and from this port has been sailing ever since. During this same year he went before the mast on the schooner Naiad, a vessel still in commission, and remained on that schooner in various capacities until in 1887, when he became her master.

In 1888 he became master of the canal schooner Live Oak, and was then master of the schooner Barbarian, sailing her until 1890. During the season of 1891 he sailed the John Miner, still in commission, and in the spring of 1892 he purchased a fourth-interest in the schooner Barbarian, she being chiefly engaged in the lumber and tie trade, and again became her master, and has remained with her ever since. In 1895 he bought another quarter-interest, giving him a half-interest in the vessel, Frank Davison, of 242 Water street, Chicago, owning the other half. Captain Hansen during the winter months is employed at the Bates shipyard.

In 1887, at Chicago, the Captain was married to Bessie Halseth, a native of Norway. To them three children have been born, two of whom, Astrid, a daughter, and Hobart, are living.

He is one of the well-known vesselmen of the lakes, and among the many characteristics which have contributed to his success, are the sterling traits of the Scandinavian people, who are noted for their honesty, industry and frugality.

CAPTAIN THOMAS T. BOYD, master of the tug W. L. Scott, and part owner of the Erie Tug line since the year 1890, is known

by every marine man running into the port of Erie, at which place he has been a tug man since 1868.

The Captain is a son of Jeffrey and Marie (Cummings) Boyd, who were natives of Ireland, where he was born April 14, 1848, and a year after the family emigrated to this country, locating at Erie, Penn. Here he was brought up and attended school. When about sixteen years of age he shipped as boy on the schooner Citizen, on which boat he remained three years, his next employment being at the coal docks in Erie, where his father was and had been engaged ever since settling at that place. In 1869, after spending about three years in the employ of General Reed, who owned the docks, he began tugging on the Tillinghast, and subsequently was master of the tugs Mary A. Green, Dragon, Tom Dole, Annie P. Dorr and Thomas Thompson. This service extended up to the year 1890, when he purchased the aforementioned interest in the Erie Tug line, and took command of the W. L. Scott, which he has run ever since. He has had twenty-four issues of license. It will be noticed that Captain Boyd is what is commonly termed a self-made man, working himself up from a humble position to the prominent place he now holds. Associated with him in the tug line are William H. Hill, of Erie, and Captain Thompson and James Ash, of Buffalo.

Captain Boyd was married, at Erie, in 1871, to Miss Mary G. Golden, of that place, and they have eight children, four sons and four daughters, one of the sons, Thomas J., Jr., being his father's engineer on the W. L. Scott. They reside at No. 364 Short street, corner of Chestnut, Erie, Pennsylvania.

Socially, the Captain is a member of the M. E. B. A., Branch No. 25, of Erie.

GEORGE W. TOWNE was born at Tonawanda, N. Y., November 13, 1863, son of George W. and Elizabeth (Hodges) Towne, the former of New Orleans, La., and the latter of Cornwall, England.

Our subject attended and graduated from the high school of his native city when about fifteen years of age, and then com-

menced to learn the machinist's trade at the Lake Shore railroad shops in Buffalo. There he served the necessary four-years' apprenticeship, and then worked as a journeyman for the Holly Manufacturing Company, of Lockport, N. Y., the three succeeding years, and the Globe Iron Works, of Cleveland, Ohio, the year following. In 1886 he began steamboating, going onto the Tacoma as her second engineer for that season, and filling the same berth on the Spokane and Oscoda, respectively, the next two seasons. In 1889 he was promoted to chief of the Nebraska, and the following season was chief of the rivertug Samson. The season of 1891 he was chief of the Columbia, until the close of the excursion season, when he went onto the Lehigh and the Alaska, remaining on both until they were laid up. The following season, 1892, he was given the Alaska, on which he remained for six consecutive seasons, including 1897. It is unnecessary to say that this continuous service with the Anchor line proved, not only his efficiency, but also his good-fellowship, as everyone, to whom he is more familiarly known as Tonawanda George, will testify. Mr. Towne has twelve issues of license, and is a member of Local Harbor No. 1, M. E. B. A.

On Christmas day, 1889, Mr. Towne was married to Miss Mary E. Gehrling, of Savannah, Ga., at that place, and they reside at No. 135 Minerva street, Tonawanda, New York.

J. F. MAHANEY, a consulting and constructing engineer of much fame, was born in Erie, Penn., in 1846. He is a son of Michael and Nora (Donovan) Mahaney, both of whom were natives of Ireland, coming thence to the United States in 1819 and locating in Harbor Creek township, Erie Co., Penn. They had a family of three sons and seven daughters, our subject being the second youngest.

After acquiring a public-school education in his native city Mr. Mahaney went to New York City and became a student in the Bonaventure College for two years. In 1865, after leaving college, he went to Cherry Tree Run and purchased nine acres

of land, upon which he bored for oil. He sunk his wells 700 feet, striking sand rock without a show of oil, and gave up discouraged, selling his property; two years later the parties to whom he sold went 150 feet deeper with the wells, which by the use of pumps gave them one hundred barrels per day. Therefore Mr. Mahaney says: "That which is discouragement for one is fortune for another." Returning to Erie he entered the employ of the Erie City Iron Works to learn the machinist's trade, which he mastered in due time. In 1868 he turned his attention to the tugging business in Erie harbor, first purchasing the tug Home, which he sailed as master for some time, and leaving her to enter the revenue marine service as engineer of the cutter Commodore Perry. Learning that no one was permitted to hold marine property while serving on a revenue cutter, and not being willing to sacrifice his tug property, he left the service, returned to Erie and purchased the tug T. D. Dole, of Mr. Eastman, of Grand Haven, Mich., sailing her two years. He then bought the tug Thomas Thompson, which he sailed out of Erie harbor, and next purchased an interest in the schooners Harvest Queen and Harvest Home, both of which vessels were lost, Mr. Mahaney's money going with them. While he was sailing master of the Alanson Sumner he also acted as chief of the engineering department.

Mr. Mahaney now entered the employ of James McBrier, with whom he remained six years, engaging first as chief engineer of the steamer Fred McBrier, and he brought out the steamers Fedora and Elfinmere new. In 1881 he opened an engineer's supply shop in Erie, Penn., where he also constructed marine and stationary engines. He kept a large stock of specialties used on steamboats, such as screw plates, brass and iron fittings, steam packing, rubber goods, lubricating and illuminating oils and boiler compounds, and did fairly well in this business for awhile; but the dull times were against him, and he was forced to sell out. In the winter of 1888 he removed to Buffalo and became identified with the Buffalo Tricycle Company, which is now manufacturing under the firm name of The Buffalo

Bicycle Works. In 1893 he entered the employ of Capt. Alva Bradley as engineer of the steamer E. B. Hale, transferring from her to the George Stone, the Hesper and the Gladstone, in turn passing three years on the four steamboats, and he is at this writing superintending engineer of the Bradley fleet.

In 1870 Mr. Mahaney was united in marriage with Miss Elizabeth Reynolds, of Buffalo, and two daughters, Arvillia and Arzoria, were born to this union. The family residence is at No. 64 Hoyt street, Buffalo. In social connection Mr. Mahaney is a member of the Ancient Order of United Workmen, the Knights of Pythias, the fraternity of Elks, the Foresters and the Equitable Relief Society. During the Civil war he enlisted in the 83d P. V. I., but being a minor and having joined without the consent of his parents, they succeeded in having him discharged.

CAPTAIN M. FOLAN, who for the past eleven years has been in the employ of the Western Transportation line, sailed on almost every other body of water previous to coming on the Great Lakes, and is a sailor in every sense which that word implies. He is the son of Miles and Margaret (Mulhearn) Folan, and was born at Dunbar, Scotland, on October 16, 1851.

At the age of fourteen, after attending school in his native town, the Captain began his long and eventful sailing career as boy on the First Borwin, around the north of England, and after two seasons on her shipped as ordinary seaman aboard the clipper North Fleet to Hong Kong, London, Waupa and Liverpool, the voyage covering a period of about eleven months. He next went on the City of Benares, as ordinary seaman, March 2, 1868, to November 3, 1868, and was then before the mast on the City of Glasgow, to Calcutta, November 24, 1868, to March 3, 1870. For the balance of the year 1870 and until December 27, 1872, he was before the mast on the clipper City of Bombay and County of Elgin. During the early part of 1873 he was on the steamship Victoria, of the Anchor line, also the Cortez, after which he began to navi-

gate the lakes, where he has since been engaged, with both credit and honor to himself. In 1873 he was before the mast on the W. S. Crosthwaite, Kate Richmond, Bridgewater and Favorite; in 1874 shipped as second mate on the Queen City and W. S. Crosthwaite, and for the next twelve seasons was either mate or second mate on a number of boats, among them the Meers, Porter, D. A. Valkenburg, Moonlight, George M. Davis, Palmyra, Brooklyn, Nicholson, Queen City, Jamaica, Hartford, Martha, Saveland, G. I. Case, Pathfinder, Red, White & Blue, Erastus Corning and John M. Hutchinson. In 1886 he went as mate on the Montana, and the succeeding seasons of 1887-88-89-90-91 was mate on the Boston, and also master of the Hudson for several trips, during the illness of her captain. From 1892 to 1897, inclusive, he held captain's berth on the Milwaukee. Captain Folan has been wrecked several times, but never while he was in command of a boat has there been any damage done her. He was on the W. S. Crosthwaite in 1873 when she was wrecked at Bull Beach; also at Point Abino in 1874, when he was for twenty-one days laid up on her; on the Sunnyside, wrecked off North Point; and the Queen City, at Wagochance, Lake Michigan.

On April 14, 1884, Captain Folan wedded Miss Catherine Wright, and three children have blessed their union, two of whom, Thomas Stedman and Francis John, are now living. The family residence is at No. 134 Vandalia street, Buffalo, N. Y. Socially Captain Folan is a member of the American Association of Masters & Pilots, and also of the Royal Arcanum and Red Men.

THOMAS J. BLUETT was born in 1854 at Buffalo, N. Y., the only child of Thomas and Elizabeth Bluett, the former of whom was a cartman about the business portion of Buffalo for many years. He attended school in his native city, and began active life in the machine shop of Robert Dempster, where he remained seven years, during four of which he was engaged learning his trade. He has also worked in the Erie railway shops, several small shops on Broadway,

Buffalo, in the Ruger Cracker Machine Works, and with C. W. Whitman & Co. (formerly Donaldson & Polley), 178 Ohio street, where he was employed seventeen consecutive winters. Mr. Bluett's first experience in the lake service was as fireman on the steamer Starrucca, and he has since served as second engineer, respectively, of the following named steamers: Newburgh, Montana, Lehigh, Northerner, Tower, Fayette Brown, Commodore, John Rugel, Yokima, Albany, Thomas Adams, Robert E. Packer, Nebraska and Fred Mercur. He has also been chief engineer on the William H. Gilcher, Alfred P. Wright, Fred Mercur, Robert A. Packer and H. E. Packer, being on the latter for the season of 1896, and transferring from that boat to the China, also as chief. Mr. Bluett has had two narrow escapes from death, and was in one collision, in 1886, when the steamer Lehigh, of the Anchor line, collided with the schooner Van Valkenburg off Thunder Bay light, sunk, and was afterward blown up; she was loaded with coal. He was second engineer of the steamer Albany the second trip before she was lost, and chief of the William H. Gilcher the same season she went down in Lake Michigan. Mr. Bluett is unmarried, and resides at No. 587 West avenue, Buffalo.

GEORGE M. WISE, another one of the prominent engineers on the lakes who makes Buffalo his home, is a son of George and Maria (Rogers) Wise, natives of England, and was born at Buffalo December 13, 1845. He attended Public School No. 6, and started work at the age of fifteen, learning the trade of machinist at the Vulcan Iron Works, where he remained about five years. Subsequently he took to steamboating, which he has followed ever since. His first berth was that of second engineer on the Dictator, which he held for two seasons, and he followed this with four seasons in the same capacity on the Merchant, the next season being promoted to the chief of that boat. The seasons of 1873-74-75-76 he was chief of the Alaska; in 1878 he fitted and brought out new the Leigh, remaining her chief for four consecutive seasons,

and leaving her to accept the position of chief engineer of the Buffalo branch of the American Glucose Company, with whom he was engaged for over a year. The season of 1883 again found the fascination of a seafaring life upon him, and he went on the Siberia as her chief for that and the following season. In 1885 he fitted and brought out new the Wiley M. Eagan, running her two seasons, and the following season brought out new the John Pankerton, running her half that season, and for the balance being employed on the E. P. Wilbur. He then went on the Wallula for one season, and the next was back again as chief of the E. P. Wilbur. Since that time he has been chief of the Florida. He has twenty-eight issues of license. Mr. Wise's brother William is chief engineer of the Ogdensburg Transportation Company, and another brother, John, is chief on the China.

Mr. Wise was married, at Buffalo, in July, 1868, to Miss Martha M. Moore, of Canada, by whom he has nine children, four now living, namely: Margaret, wife of George Hallett; Sarah Jane, wife of William Hartz; George R., aged sixteen, and Joseph Burton, aged twelve. The family reside at No. 126 Babcock street, Buffalo, New York.

CAPTAIN R. H. BROOKS began his marine life when he was twenty-two years of age, and since then has been engaged for the most part in that occupation. He was born September 1, 1859, at Brighton, Ontario, where he attended school until he was fifteen years of age, after which he went to Michigan and was employed in the lumber forests and other business until he went on the lakes. His first trip was made on the schooner Mary, in the capacity of seaman, on which he spent one season, subsequently going before the mast on the Paragon, running out of Toronto. In the same position he served on the Erie, Stewart and Hartford, afterward shipping on the Iron Chief, Newburgh, and Kasota, as wheelsman. The following season he acted as second mate on the Missoula, and held the same berth on the Robert Mills, of Buffalo, and on the Thomas Wilson, from

which he went on the Arctic as mate. He spent two seasons on the E. B. Bartlett as mate, and in 1896 went on barge No. 155, as master.

Captain Brooks is a member of the Knights of the Maccabees and the I. O. O. F., at Rochester and Buffalo, respectively. He was married, on February 7, 1892, to Miss Jessie Coursom, of Brighton, daughter of Adolphus Coursom, who is a vessel master and owner, having an interest in the Wave Crest, of Port Hope.

The Captain's brother, Thomas J. Brooks, was steward on the Olympia during the season of 1897, having been on the lakes for the past fifteen years. John Brooks, father of our subject, is still living at Brighton, Ontario; he has been engaged during the greater part of his life in the United States in the meat business.

CAPTAIN THOMAS DE LARGIE, who is in charge of the fuel business of Pickands, Mather & Co., in Cleveland, was born in Thorold, Canada, in 1850. His father, Charles De Largie, removed to Cleveland shortly afterward, and for some time acted as collector for the Cuyahoga Foundry Company.

Thomas De Largie attended school in Cleveland, and commenced sailing in 1863 as boy in the schooner Ellen White. He became a full seaman two months after joining the White, and remained in that vessel under Capt. John Cassidy for four years. He was in the brig Iroquois, Capt. Daniel Becker, for several trips, and in the Gen. Winfield Scott, Capt. John Cassidy, for one season with rank of mate. Then he joined the schooners New London (Captain Lam-pohl), Kimball, and Saginaw, remaining in the last-named vessel three seasons. He was mate of the schooner Buckingham when she sprung a leak and was lost off Black River island, Lake Huron, in 1871, and after the occurrence he became mate of the scow Butcher Boy. The next two seasons he commanded the Butcher Boy, after which he became master of the schooner Charles Hinkley, sailing her one season. Then he sailed the schooner Eliza Gerlach, for eight years, the schooner Leonard Hanna one

year, and the schooner Monticello two years. During the seasons of 1890-91 he was master of the steamer Otego; in 1892 commanded the schooner Negaunee; in 1893 had charge of the steamer Fred Kelley; commanded the steamer E. B. Hale during 1894, and the steamer H. B. Tuttle during 1895. The season of 1896 saw him in charge of the fuel boat and business of Pickands, Mather & Co., in Cleveland.

The Captain was married, in 1873, to Miss Annie Dorsey, of Cleveland. Their children are named Harry and Theresia.

CAPTAIN E. F. MATTESON is thoroughly devoted to his calling, which he has followed during all of his active life. He was born March 3, 1856, at Oswego, N. Y., where his father first saw the light in 1833, living there the greater part of his life; he died at Marine City, Mich., May 24, 1888.

Captain Matteson removed with his parents to Marine City when he was seven years of age, and at that place received his education in the public schools. In his seventeenth year he began his marine life by shipping as seaman on the C. G. King, on which he remained one year, and in the seasons closely following he served on the Dayton, Brainard, D. K. Clint, D. L. Young and Charles Spademan. In 1875 he began steamboating as wheelsman on the P. H. Birkhead, serving in this capacity one season, and he was subsequently employed in the Bay City, J. W. Westcott and Heckley, in 1886 becoming second mate of the last named boat. Succeeding this he was on the William Chisholm for two seasons as second mate, and from that boat went to the J. H. Devereux, as mate, on the Mariska as second mate, and on the Newago, W. H. Gilbert and E. M. Peck as mate, finally shipping in that capacity on the Norwalk, on which boat he has remained until the present time; he was given command of her in 1895.

Captain Matteson was married, May 25, 1881, to Miss Jessie Robertson, whose brother, Henry R. Robertson, has been steward on the lakes the greater part of his life. To this union has come three children, viz.: Susie A., born June 4, 1882;

Verne E., born March 31, 1884; and Alta G., born August 9, 1888, all of whom attend school. Fraternally the Captain is a member of the I. O. O. F. and of the K. O. T. M.

GEORGE H. RAUSCH is a son of George and Dorothy (Weller) Rausch, the former of whom, a tailor by occupation, died at Buffalo in 1886. The children of the family now living are George H., the subject of this sketch; John, who is a picture frame gilder; Henry, a letter carrier; Julius, by trade a marine engineer but now manager of a Casualty Insurance Company, at St. Louis, Mo., and Augusta, Julia and Sophia, married and residing at Buffalo.

George H. Rausch was born in 1848 at Buffalo, where he attended the German school and also Public School No. 12, after which he worked at printing a short time and then learned his trade in Sutton Brothers machine shop. He was subsequently engaged at different times in the King Iron Works, for E. B. Holmes & Co., and Hardwick & Wares. On April 16, 1893, Mr. Rausch went on the lakes as oiler on the steamer Roswell P. Flower, owned by Vance & Co. of Milwaukee, remaining that season. In the fall of the year he received his license papers, and the following spring shipped as second engineer of the steamer Wissahickon, of the Anchor line, on which he also continued the full season. His next employment was at the W. Ziser Steam Forge, where he remained until July, 1896, after which he was employed with the Buffalo Steam Engine Works. He is a member of the Marine Engineers Beneficial Association Local Harbor No. 1, of Buffalo.

On February 16, 1871, Mr. Rausch was married at Buffalo to Miss Mary Gross, by whom he has had seven children. Those now living are Dora, Mary, Richard and Henry. The family residence is at No. 207 Grape street, Buffalo.

ADAM HARTMAN, managing owner of Hartman's Tug Line, at Tonawanda, N. Y., is a native of Prussia, born in that country April 6, 1834. He is a son of Valentine and Katherine (Kuntz) Hartman, the latter

of whom died when the subject of this sketch was but eleven years old. There were seven children in the family, and two came to America besides Adam: Michael, now deceased, who was a tailor at London, Canada, and Katherine, wife of Nicholas Osman, a farmer residing at Tonawanda, New York.

Adam Hartman was reared on his father's farm, and attended school from the time he was seven until he became thirteen years of age. At the age of eighteen he came to America, in 1852 locating at La-Salle, on the Niagara river, near which place he worked on a farm three months. After that he lived a while in Tonawanda, and then went to reside permanently at Grand Island, where he worked in the woods in the winter and sailed on the river in the summer. His first sailing was during the season of 1853, when he shipped as deckhand on the old side-wheel steamer Minas, commanded by Capt. Harvey Booth. The succeeding season he was with the same captain on the lake tug William Peck in the capacity of fireman, and for the next four seasons he was fireman on the old propeller Pittsburgh, of the Peoples line, owned by Ensign & Holt. During 1859 he acted in the same capacity on the propellers Acme, Mohawk and Free State, the latter owned by the Western Transportation Company, and during his service on her Peter P. Miller was chief engineer. In 1860 Mr. Hartman made one trip as fireman on the propeller Empire State, and then abandoned the lake service to engage in hauling wood from Grand Island to Buffalo, in which business he continued about twelve years. He then bought a one-third interest in the tug Allen M. O'Brian, ran her awhile and later sold her to parties on Lake Michigan. Next he purchased a half-interest in the tug Addie with Patrick Everett, and at the end of a year bought his partner's interest, and then owned and ran her about nine seasons in conjunction with the Idaho, ferrying the Niagara river between Tonawanda and Grand Island. In 1873 he abandoned the hull of the Addie and built the tug John Nice, fitting her out with the Addie's old machinery.

In 1879 Mr. Hartman moved to Tonawanda, and he has since confined himself exclusively to the tug business at that harbor. He has had several competitors, but has outlived them all, and is now considered the only tug man about the aforesaid harbor, excepting perhaps the owners of a couple of canal tugs. He is the sole owner of the tugs A. A. Balanger, William A. Gratwick and Tonawanda, and possesses a two-thirds interest in each of the tugs Charles S. Parnell, Michael Davitt and J. H. DeGraff. Mr. Hartman is a member of Local Harbor No. 41, of the American Association of Masters and Pilots, and also of the Buffalo Harbor Tug Pilots Association.

In 1860 Mr. Hartman was married at Buffalo to Miss Caroline Levi, by whom he has had five children, four now living, namely: Frank, master of the tug Tonawanda; Louis, master of the tug Gratwick; Caroline, wife of George Heneberger, a resident of Tonawanda; and Mary, one of the Sisters of St. Francis at the convent at Hamburg. The family residence is at No. 158 Morgan street, Tonawanda, New York.

A. J. MILLETT, of Cleveland, Ohio, chief engineer of the steamer Nahant during the season of 1896, was born at Saginaw, Mich., July 24, 1859, the son of Frank Millett, a well-known stationary and marine engineer. Mr. Millett attended the public schools of Saginaw until he was fifteen years of age, when he took up the work of running a stationary steam engine and followed this occupation for three years, at the end of that time taking the position of fireman on the Michigan Central railroad, which he retained two and one-half years. Then he commenced sailing, being connected first as fireman with the lake tug Nat Stickney, on which craft he remained until the close of the season of 1881. The next year he went out as second engineer of the Stickney, holding this berth for three years, and making many occasional trips in smaller harbor tugs during that time. Then he became second engineer of the propeller Yosemite for one season, following which he was second engineer of the Rube Richard, and served in the same capacity in

the Mesaba three seasons. During part of the year of 1895 he was chief in the engine room of the Waverly, the remainder of the season being second engineer in the Matoa. He was chief engineer of the Nahant for the season of 1896, after the close of navigation taking charge of the laying up of the other vessels in the same fleet.

Mr. Millett was married in 1890, to Miss Estella M. Tenney, of Cleveland.

WILLIAM F. RILEY was born in Cleveland in 1866, son of Peter Riley, who was a successful marine engineer. He spent several years in a machine shop, and in 1882 commenced sailing, acting as cabin boy on the steamer City of Rome for one month. Returning to shore, he was employed in the machine shop of Smith & Olwell for a year and a half, and spent the season of 1885 as fireman of the tug Amoretta Miller, and in 1886 worked in the shipyard of the Cleveland Shipbuilding Company. The next season he was oiler on the yacht Peerless, and the year following was with the steamer Corona. Then he spent another year in the shipyards, in 1890 going as second engineer of the Joliet. The years 1891 and 1892 he spent on shore in the employ of the Cleveland Shipbuilding Company, of Cleveland, and for a part of this time was engaged in putting in the engines of the steamer Cadillac, at Chicago. He was in Chicago again in 1893 installing the engines of the steamer Manitou, and during 1894 was for a time in the employ of the Cleveland waterworks department, later running as second engineer of the Pontiac. He was with the steamer Gladstone for part of the season of 1895, and during 1896 was in charge of the pipe-fitting department of the Cleveland Shipbuilding Company.

On February 18, 1890, Mr. Riley married Miss Nellie Grau, of Cleveland, and they have three children: Mary, Peter and William.

PETER RILEY was during his active life one of the well-known marine engineers on the Great Lakes. He spent many years in the merchant marine, and enlisted in the

United States navy during the Civil war, joining the United States steamer *Great Western* at Chicago, and receiving his discharge from the United States steamer *Grosbeak* when the war was over. During the latter part of his life he was a locomotive engineer on the Cleveland, Cincinnati, Chicago & St. Louis railroad.

JOSEPH S. WALDER, assistant engineer in the immense establishment of the Cleveland Electric Illuminating Company, spent several years in the boiler and engine rooms of lake steamers before he accepted his present responsible position on shore.

Mr. Walder was born near Toronto, Canada, in 1870, his father, Rudolph Walder, who was a successful farmer, removing to Sanilac county, Mich., in 1874. Joseph attended school in Amadore, Mich., until he was seventeen years of age. He then spent one season before the mast on the towbarge *Bay City*, the next year going as watchman on the steambarge *Simon Langell*, of which he served as wheelsman and fireman, successively, during the two following seasons. In 1892 he became oiler on the steamer *Specular*; in 1893 and part of 1894 he was again on the *Langell*, as fireman, afterward making one trip on the steamer *H. J. Jewett*, as oiler. He now became water tender in the works of the Cleveland Electric Illuminating Company, holding that position until June 16, 1896, when he was made second engineer, with the entire supervision of the engine room, boiler room and basement of the establishment at night.

CAPTAIN W. J. LYNN, master of the steambarge *Canisteo* for the early part of the season of 1897, was born in 1862 at Port Huron, Mich., at which place he also attended school. He is a son of Dennis and Helen (Melville) Lynn, the former a native of Brockville, Canada, and the latter of Ireland.

Dennis Lynn removed to Port Huron in 1851, going at once into the vessel agency business. After several years thus occupied he became marine reporter of that city, but he retired some time ago from active life, turning his business affairs into the hands

of his son Daniel. The following is a brief record of the children of his family: James is employed placing plants for the General Electric Company, of Port Huron. Edward was for fifteen years in the employ of the Vessel Owners Towing line at Chicago, but is now assistant manager for Messrs. L. P. & J. A. Smith at Cleveland, Ohio. Michael was a sailor for several years, then became a commercial traveler for Messrs. Sherman Jewett & Co., Cleveland, Ohio; he is now residing at Bay City. Daniel is marine reporter at Port Huron; he has the reputation of being a courageous life-saver, and has numerous medals, cups and other tokens received for such service; in the summer of 1892 he saved the lives of seventeen people at Port Huron, and he carries an elegant gold medal for saving the crew of the schooner *Shupe*, about three miles above the lighthouse at that point, in the fall of 1895; besides all this he is a great swimmer, tub racer and oarsman, having received the honor at Watkins Glen, N. Y., when but fourteen years old, of being the youngest oarsman in the National Regatta. Dennis J. was originally a dry-goods clerk, was afterward for five years master with the Vessel Owners Towing line at Chicago, and in 1897 served as master of the tug *Record*, owned by Berry Brothers, at Chicago, but in commission at Duluth. George was for three seasons chief engineer of the steamer *Choctaw*, owned by the Lake Superior Mining Company, but during the fall of 1896 served as chief engineer of the *Flint & Pere Marquette* freight boat No. 5, between Milwaukee and Ludington. Frank is employed as clerk in the Chicago & Grand Trunk railroad office at Port Huron. Nellie is the wife of William P. Boynton, chief engineer of the steambarge *Canisteo*, of the Tonawanda Barge line.

At the age of ten W. J. Lynn began his sailing career as second cook on the steambarge *V. H. Ketcham*. He remained a season in that capacity, and the succeeding one was promoted to the berth of watchman on the same steamer. In 1874 he was wheelsman of the lake tug *Gladiator*; 1875 of the *Crusader*, and in 1876 of the *Kate Williams*. Beginning with 1877 he was

wheelsman of the tug Andrew J. Smith, owned in Buffalo, for two seasons, with Peter Kenney as master, and was then for a half season mate of the same tug. He was next mate of the tug William A. Moore a half season, and for the season of 1880 was mate of the Canadian tug Kittie Haight. For 1881 he was second mate of the steamer Oceanica, under Capt. William Dickson, and mate the succeeding season; for the seasons of 1883-84-85 he was master of the tug Mollie Spencer, in which he owned a half-interest with his brother James J. She was burned, a total loss, off Chicago, between Evanston and the Marine Hospital, in August, 1885. There was but one life lost, that of the cook, who became frightened, jumped off the fantail and was drowned. The Spencer was at the time filling a contract to tow the schooners John Kelderhouse and Oak Leaf from Snow Island to Chicago, carrying cedar. The remainder of that season the Captain was mate of the steamer H. E. Packer, with Captain Prindeville; 1886 mate of the steamer F. R. Buell, whence, after three months, he was transferred to master's berth in the steambarge Canisteo, in which he remained until the close of the season of 1896. He continued to sail her until June, 1897, when he took command of a new steel screw steamer, 300 feet over all, for the Niagara Paper Company, engaged in the pulp trade between Bay Mills and Niagara Falls.

Captain Lynn is a level-headed and careful navigator, and his record is devoid of serious accidents. On the 4th of December, 1896, he avoided one on Lake Michigan. He lost his rudder between Poverty and Squaw island, but saved his vessel by backing steadily into the wind for eleven hours, at the end of which time he was picked up by the steamer Elmer and towed into Manistique, Mich. On August 22, of the same season, he was the direct means of saving the lives of two persons, Frank Darby and Emily Thompson, who had been in a small clinker-built rowboat one whole night, at the mercy of the wind and sea. Both are residents of Toronto, and at that time were employed in the same dry-goods store in that city. They had gone out for a row the

evening previous, and when some distance from the harbor at Toronto lost one oar, and in the gentleman's effort to recover it he lost the other one. The wind rising about that time they were blown out into the lake, and as the spray came into the boat Mr. Darby bailed it out with his hat. On his way up the lake from Oswego Captain Lynn discovered them about eight o'clock in the morning of the 22d, and with great difficulty got them aboard his boat one at a time, as there was a tremendous sea running. They were both nearly exhausted, and were given a change of clothing, stimulants and refreshments. On the arrival at Port Dalhousie they were landed, and proceeded immediately to Toronto, where it was believed they were lost.

Captain Lynn was married, in January, 1892, at Mt. Clemens, Mich., to Miss Adele Dulac, daughter of Capt. William Dulac, a lifelong sailor, who is now manager of the Tonawanda Barge line at Mt. Clemens, and also controlling owner of the steambarges Norwalk, Charles A. Street and S. B. Pomeroy, and the towbarges Godfrey and Lothair. Captain and Mrs. Lynn have two children, John and George. Their home is at Mt. Clemens, Michigan.

CHARLES F. HEIMKE, chief engineer of the power plant of the Buffalo & Niagara Falls Electric railway, is a native of Mt. Clemens, Mich., and a son of William and Justine (Brendenburg) Heimke, who still reside at Mt. Clemens; the father is a farmer. There were four children in the family, the only one now living besides the subject of this sketch being William A., a farmer, who also makes his home at Mt. Clemens.

Charles F. Heimke resided at Mt. Clemens until nineteen years of age. At the age of eighteen he began life on the lakes as seaman on the towbarge Seminole, and succeeding that employment was deckhand on the steambarge Canisteo, on which he remained three seasons, the last two as fireman. He next served as fireman of the steamer F. R. Buell one season, then as oiler one season on the steamer J. H. Wade. During 1892 he was first assistant of the

steamers P. J. Ralph and Mark Hopkins, and in 1893-94 of the steamer J. H. Wade. The season of 1895 he was ashore, engaged in business in Cleveland, and during the season of 1896 he was first assistant engineer of the side-wheel passenger steamer City of Toledo, on the route between Toledo and Port Huron. That steamer was built for the route between Toledo and Put-in-Bay, and ran there several seasons as the successor of the old Chief Justice Waite, but during the World's Fair at Chicago was under charter and ran out of that city. She was later purchased by Parker & Millan, of Detroit, for the route above mentioned. On November 15, 1896, Mr. Heimke was appointed assistant engineer of the power plant of the Buffalo & Niagara Falls Electric railway, and on March 20, 1897, was promoted to the position of chief engineer, which he still retains. He is a member of the Marine Engineers Beneficial Association No. 2, of Cleveland, Ohio.

Mr. Heimke was married, at Lockport, N. Y., August 29, 1895, to Miss Matilda Swenson, and they reside at Tonawanda, that State.

J. H. MARSHALL, chief engineer of the Lehmann building, Chicago, and for several years identified with the lake marine, entered his present position October, 1884, which he has since held, to the entire satisfaction of all concerned. He is a native of Ohio, born in Ashtabula, in 1858, a son of James and Emma (Agar) Marshall. The father, who was a steam fitter and sheet iron worker, was born in England, and on coming to America at an early day first located in Philadelphia, Penn., but later removed to Cleveland, Ohio, where he worked at his trade for some time and afterward conducted a shipyard of his own. He died in that city in 1864, and his wife departed this life at the same place in 1876. Three of their sons became identified with the lakes, the others being William, a sailor, and James L., engineer on the steamer Ada.

J. H. Marshall spent his boyhood in Cleveland, and there attended school. In 1868, at the age of ten years, he went upon the lakes as fireman on a yacht, and subse-

quently held a similar berth on tugs sailing out of Cleveland, but in 1872 came to Chicago, and the following year was given the position of engineer on the tug Goldsmith's Maid, belonging to that port. After one season on her, he spent a part of the next season on the Night Hawk, of the Dahle line, and was subsequently engineer of the tug Rebel for three seasons, after which he became an employe of the Government on the tug Humphrey, and helped to haul most of the material for the breakwater at Chicago, being thus engaged for one season. For two and a half years he was engineer on the tug line of Hausler Brothers, after which he became engineer of the tug Hood, of the Vessel Owners Towing Company, of Chicago, and remained with them one season. During the next season he was on the Green and the Butler, and then in the employ of J. S. Dunham as engineer on the Uncle Sam, followed by a season as engineer on the steamer J. L. Hurd. After a time spent in a machine shop, he accepted his present position, which he has since so creditably and acceptably filled.

Socially, he was a member of the old M. E. B. A. No. 4, and also belongs to the Stationary Engineers Association No. 1, and the Royal Arcanum.

Mr. Marshall was married, in Chicago, in 1882, to Miss Margaret E. Gow, a daughter of Alexander Gow, a seafaring man and ocean sailor, who was born in Scotland, and died in Chicago, in 1883. Mr. and Mrs. Marshall have one daughter, Clara. The family residence is at No. 600 Flounoy street, Chicago.

FRANK J. UPPER was born in Buffalo, N. Y., in 1873. He attended school for seven years, and commenced his career in life as a newsboy, continuing to sell newspapers until 1882, when he shipped as fireman on the tug Mary E. Pierce, out of Buffalo harbor. He remained on her about seven months, and the next season fired on the tug O. W. Holloway. Proceeding to Fairport, Ohio, he fired two seasons on the tugs Annie and George W. Paige, after which he removed to Cleveland and en-

gaged as fireman on the tug Chris Grover. In 1896 he took out his first papers as engineer and shipped in that capacity on the tug C. G. Curtiss, finishing the season on the Tom Maytham.

Mr. Upper was married, December 26, 1895, to Miss Lizzie Scott, of Cleveland, who died on the 22d of the following June, of typhoid fever.

JOHN GIBSON, second engineer of the steamer Norwalk, was born in St. Clair county, Mich., in 1866, the son of James Gibson, a successful farmer. He attended school in the vicinity of his early home and was employed on his father's farm until 1892, meanwhile paying considerable attention to steam engineering and having charge of a threshing outfit during the fall for four years. He commenced sailing in 1893, shipping as fireman on the George T. Hope, and held a similar position on the steamer Merida during 1894, in 1895 serving as fireman and later as oiler on the same vessel. He became second engineer of the Norwalk in 1896, thus making unusually rapid advancement in his line of work. His brother, Albert Gibson, is fireman in the Merida.

J. P. BROGAN was born in Cleveland in March, 1858, and attended the parochial schools until he was fifteen years of age. His father died when he was three years old and his mother about twelve years ago.

After leaving school Mr. Brogan entered the employ of C. Barry, grocer, on Pearl street, and continued with him nine years, by which time he had thoroughly mastered all the details of that intricate business. In 1883 he started in business for himself and by diligence and close application soon secured a very extensive trade, both marine and city. His establishment occupied three stories and a basement of the brick block Nos. 239 to 243 Pearl street, with a large warehouse at Nos. 153 and 155 Detroit street as supplementary, and does trade both wholesale and retail. Mr. Brogan's steam launch enables him to deliver groceries and vessel supplies of all kinds in his line with promptness, wherever

the vessel may be lying. As an evidence of the prosperity which has come to him since he embarked in business in 1883 we may mention the fact that he possesses a large interest in the Pratt, Annie M. Ash and W. D. Becker, forming the Lake Erie Transportation Company; holds stock in the State National Bank, the Forest City Savings Bank, Detroit Street Savings and Loan Company, and is a large stock owner in the Union Dairy Company, which was recently organized for the purpose of making butter on an extensive scale, in Brooklyn, Ohio. Mr. Brogan is a man of quiet habits, courteous and obliging by nature, which no doubt accounts in a great measure for his success in life.

PHILIP C. MAYER, one of the most prominent engineers sailing out of the port of Sandusky, is a son of Charles and Charlotte (Olemacher) Mayer, and was born March 10, 1860, in Richersander, Province of Nassau, Germany. He came to the United States with his parents, who located at Monroeville, Ohio, and remained there about ten years, finally settling on a farm near that town. Philip C. Mayer attended the district school during the seven years he remained at home on the farm. In the fall of the year 1877 he went to Sandusky and found a berth as deckhand on the steamer Germania, that boat plying between Sandusky and Port Clinton in the wood trade. In the spring of 1878 he shipped on the steambarge Red Jacket, as fireman, finishing the season on the tug Myrtle. The next year he shipped with Captain Estes, a well-known master and vessel owner of Sandusky, as fireman on the steamer Ohio, retaining that berth three seasons. In 1883 he fired the tug Myrtle, out of Sandusky, until October, when he took out his engineer's license and ran her until the close of the season. The next year he was appointed chief engineer of the steamer Philip Walters, plying between Sandusky and Portage river, and he held that position two seasons, in the spring of 1886 taking charge of the machinery of the tug Mystic. The season following he went as chief of the steambarge Norma, until October, finishing

on the tug *Myrtle*. The season of 1888 and part of 1889 he was chief engineer of the steambarge *Roland*, and he was then appointed to his present position, chief engineer on the passenger steamer *American Eagle*, which berth he has now held for eight successive years. During the greater part of this time the *Eagle* has run all winter, and as the ice is very heavy at certain points, the engineer carries a complement of tools and material to replace plates that may be torn off or rolled up during a passage. On many occasions Mr. Mayer has been compelled to stop his boat and renew the plates so that the unguarded hull may not be subjected to the jagged corners of the heavy ice. He is an ardent member of the Marine Engineers Beneficial Association and of the Order of the Red Cross.

Mr. Mayer wedded Miss Bertha Wiedenhafer, of Sandusky, in 1885, and two sons, Charles P., who died young, and George W., have been born to this union. The family residence is at No. 820 Monroe street, Sandusky, Ohio.

R. J. WALDER, of Cleveland, Ohio, was born May 8, 1868, at Meaford, Ont., and lived at that place for three years. His father, Rudolph Walder, who is a native of Germany, came to America in his youth and settled in Meaford, where he now lives, engaged in farming. In 1871 the family removed to Port Huron, Mich., and there Mr. Walder received his education in the public schools, afterward removing to a farm near by, where he remained until his eighteenth year. At that time his strong inclination for marine life led him aboard the *Ogemaw*, on which he served one season as deckhand. The next year he spent on the *Business* and *Oscoda* as wheelsman, later shipping on the *Samuel Angell* as watchman, and after six months transferring to the *Topeka* as wheelsman, there steering with one of the first hydraulic gears in use on the Great Lakes. The following season he served on the *Minneapolis* as wheelsman, from that boat going on the *Kitty M. Forbes* and the *Cayuga* as second mate, and after a year's service in the same capacity upon the *John Oades* he went upon

the *Hiawatha* and the *J. W. Moore* as mate. He then engaged as mate of the *Andaste*, and remained on her during the season of 1896. Mr. Walder is a single man. Fraternally he is a member of the Ship Masters Association, the Masonic Order and the Foresters.

Mr. Walder is a brother of Levi Walder, who is chief engineer of the *J. W. Moore*; J. S. Walder, second engineer, formerly on the lakes, but now in the employ of the Cleveland Electric Luminating Company, and W. Walder, who is on the lakes as oiler at the present time.

JOHN G. WINTER was born October 11, 1844, at Chatham, Ont., the son of William Winter, a merchant of that place. He attended the public schools of his native town up to his sixteenth year when he came to the United States and settled at Detroit, Mich., there serving three years at the machinist's trade. He then went to New York City, where he was employed in a marine engine shop one and a half years, in 1870 returning to Detroit, at which place he made his home until 1890. Mr. Winter is now a resident of Cleveland. In 1863 he went as assistant engineer on the *Quinabog*, running between New York City and Georgetown, and after serving on this boat for half a season he transferred to the *Nightingale*, as greaser. In 1870 he came to the lakes as chief on the Canadian boats *City of Montreal*, *J. W. Steinbold* and *City of Chatham*, and later engaged for three years on the Detroit ferryboats, *Excelsior*, *Fortune* and *Crusader*. Leaving the water for a time he was engaged in the lumber business in northern Michigan, but he returned to his old occupation and shipped on the *Northern King*, subsequently serving on the *E. P. Wilbur* and the *German*, and in 1896 on the *George Farwell*. Mr. Winter is a member of the Masonic fraternity. He is unmarried.

M. J. BURNS, of Cleveland, was born at Troy, N. Y., in 1860. His parents moved to Cleveland while he was quite young, and he attended the parochial schools in that city for eight years, commencing work in

the Lake Erie Iron Works, where he remained seven years, thoroughly learning the business, and leaving off as heater. In 1881 he shipped as fireman on one of the tugs out of Cleveland harbor, and it is safe to say that he fired on every tug operating in that harbor up to 1889, when he took out papers and shipped as engineer on the tug *Ida Sims*. During the seasons following he served in the same capacity on the tugs *Dennis Crowley*, *L. P. Smith*, *American Eagle*, *C. G. Curtis*, *Allie May*, *W. D. Cushing* and *Joe Harris*, in the order named. He then engineered the tug *J. J. Richardson* to Port Huron, she having been sold to *J. H. Kendall*, and remained in that port about four months as her engineer. Returning to Cleveland he was in 1896 appointed engineer of the tug *C. G. Curtiss*, which he laid up in the winter of that year.

GEORGE FOGG, chief engineer for the *Bradley Manufacturing Company*, was for several years identified with the lake navigation, and since retiring from the water has been employed as a stationary engineer in Chicago. He was born in England in 1846, and when quite young was brought to the United States by his parents, *Robert and Mary (Fallowfield) Fogg*, also natives of England. They first located in Providence, R. I., but at an early day removed to Milwaukee, Wis., where the father worked at the machinist's trade until his death, which occurred in 1877. The mother died in the same city in 1856.

George Fogg was reared and educated in Milwaukee, and in early life learned the machinist's trade in the Queen City shops. He commenced his marine career in 1866, sailing out of Milwaukee on the Canadian steamer *Colonist*, which was engaged in the passenger and freight trade. Going to New Orleans in 1869, he sailed from that port for two seasons, but in 1871 returned to Milwaukee, where he shipped the following year as assistant engineer on the *Susquehanna*, belonging in Buffalo. He remained on her for nearly five seasons. From Milwaukee he went to Traverse City, Mich., where for two years he was engaged as engineer on tugs. He came to Chicago in

1874 and entered the employ of the *Goodrich* line, as chief engineer, remaining with them three years. He was engineer on the *Menominee*, now the *Iowa*, engaged in the passenger trade, and held a similar position on the *Bismarck*, of the *Marinette Barge* line, sailing on her out of Chicago for five years. For three years or more he was then engineer of the *J. C. Perrett*, but in 1887 he retired from the lakes and became engineer of the *Chicago Avenue Water Works*, being twice employed as chief engineer at that place. Since then he has held his present position with the *Bradley Manufacturing Company*.

Socially, he is a member of the *M. E. B. A.*, No. 4, and the *Progressive Engineers Association*, No. 3, of Chicago.

GEORGE J. SPAULDING, the well-known chief engineer of the *Wells & French Car Works*, at Blue Island avenue and Paulina street, Chicago, is a native of New York, born in Bath, Steuben county, October 15, 1847, and is a son of *David and Paulina (Ottó) Spaulding*, the former a native of Massachusetts, the latter of Ontario county, N. Y. The father was a machinist by trade and owned a small shop, which he enlarged as his business increased. He died in the Empire State, but the mother passed away at the home of our subject in Grand Rapids Michigan.

George J. Spaulding passed his boyhood and youth in New York, acquiring his education in the public schools of the State. Learning the machinist's trade, he went to Fitchburg, Mass., at the age of twelve years and entered the machine shops of *S. C. Wright & Co.*, with whom he remained for three years. He was next with *John Evans*, of Philadelphia, for a time, and then entered the employ of the *Baldwin Company*, where he aided in building twelve engines, and for whom he took three engines to Detroit. From there he went to Buffalo, N. Y., and after a time spent in the Buffalo Machine shops he became identified with the lakes.

In 1875 Mr. Spaulding accepted the position as engineer of the tug *Indian Chief*, owned by a Buffalo party, and when she

was sold and conveyed to Detroit he remained on her for one season. He was then assistant engineer on the E. B. Ward, of the Ward line, for part of a season, but finished on the Flora, engaged in passenger service. That fall he entered the employ of the Dry Dock Engine Works at Detroit, where he remained for two seasons, and then went to Grand Haven, Mich., during the winter and fitted out the barge Shepherd, going as her chief engineer the following season. That fall he went to Kalamazoo, Mich., where he held the position of chief engineer of the Kalamazoo Spring and Axle Works until the following May, when he again sailed as chief on the Shepherd. When she was sold he returned to Kalamazoo, and after spending the winter in the employ of the spring and axle works, he returned to Detroit, where he accepted the position of chief engineer of the Sandusky, remaining on her two seasons. In the meantime, during the fall and winter months, he worked in Detroit as chief engineer for a manufacturing company, and on leaving the Sandusky went to Grand Haven, where he was appointed chief of the Gem, engaged in the passenger trade. In the fall he became chief engineer of the electric light and power plant at Grand Rapids, and after one year spent in that position, he went to Traverse City, where he fitted out the City of Traverse. He was extra chief for Hannah, Lay & Co., having charge of all their engines for two years, and on leaving that firm went to St. Louis, Mo., where he was engineer for the Diamond Joe line for many years, having charge of the shore work. He was next employed in shops at Providence, R. I., and in the Baldwin car shops for some time, but finally returned to Detroit and took charge of the wrecking floor of the Detroit Dry Dock Company. One winter he had charge of the Busse Machine Works, and as extra engineer was later in the employ of the Graham & Morton line at Benton Harbor, Mich., having charge of their shore works for three years. Coming to Chicago he fitted up different boats and tugs with machinery, and subsequently was employed for some time in refitting tugs and yachts, but in 1894 he accepted his

present position as chief engineer of the Wells & French Car Works. He is an honored and trusted employe of the company, and has the confidence and respect of all who know him. Prior to coming to Chicago he was at one time chief engineer of a sawmill at Brainard, Minnesota.

Socially Mr. Spaulding is a member of Eureka Lodge No. 2, K. P., and Prudential Lodge No. 8, I. O. O. F., both of Grand Rapids; is a charter member of Kalamazoo Lodge No. 8, A. O. U. W., and also belongs to the Improved Order of Red Men at Jackson, Michigan.

Mr. Spaulding was married in Kalamazoo, Mich., in 1873, to Miss Lucy Ball, who was born in that State, a daughter of John and Electa (Beals) Ball, natives of Michigan and Indiana, respectively. The father was a well-known lake captain, sailing on the east shore of Lake Michigan in the lumber trade, and in the State of Michigan he died, while his widow still makes her home there. Mr. and Mrs. Spaulding have two children: Berdell C. and Myrtie.

GEORGE F. HENDRY is one of the oldest and probably one of the best known engineers on the Great Lakes. His experiences have been many and varied; but good fortune has generally attended him and he is still in active life. He was born April 26, 1829, in Woolwich, Kent, England, and soon after coming to America in 1842 began life as a sailor, shipping as second assistant engineer on the North America, a vessel running between Halifax and St. John. He was also engaged one season in the same capacity on the Unicorn; at the close of his service on that boat starting for Cuba. On his way to Sandusky, Ohio, whence he intended to proceed to Cincinnati, he fell a victim to the cholera plague and was obliged to remain in Cleveland. On his recovery he accepted second engineer's berth on the propeller Spaulding, and after running on that vessel for two years embarked in the same capacity on the Sultana and the Ohio. In 1854 he was made chief engineer on the Louisville, where he remained two seasons, and he was subsequently chief on the J. W. Brooks, Pittsburg, Buffalo, Edith, Milwau-

kee, Annie Laurie, Thompson, Delaware, and Dunbar. In 1896 he became connected with the Desmond. The only accident of a serious nature with which Mr. Hendry has met occurred during his service as engineer on the J. W. Brooks. While the boat was in Cleveland, in 1855, the side of the furnace came out, killing three men, and he sustained several injuries, from which, however, he has fully recovered.

Mr. Hendry was married August 1, 1852, to Miss Ann Wallace, of Canada, who died in 1892, leaving two children—William, who has been a marine engineer for twenty-five years; and Francis, who is married and lives in Chicago. On October 20, 1893, Mr. Hendry was again married, his second union being with Miss Annie Lobdell, of Defiance, Ohio. They now live in Chicago.

GEORGE H. ANDERSON was born December 1, 1848, in Cleveland, Ohio, where he attended the public schools until 1865. Soon after leaving school he entered the employ of the Globe Iron Works Company to learn the machinist's trade, remaining with them three years, and for one year following he worked at his trade in the shops of the Bourne & Knowles Nut Co. In the spring of 1872, to gratify his desire for the life of a sailor, he shipped as second engineer on the steamer New York, belonging to the Union Steamship line, of Buffalo, and remained on that boat two seasons. In 1874 he transferred to the steamer Jay Gould, in 1875 to the Canisteo, and in 1876 to the B. W. Blanchard. After this experience of five years as marine engineer on the lakes, Mr. Anderson worked at his trade ashore in different shops in Cleveland, fully qualifying himself as a first-class machanic, on all classes of work. In June, 1888, he again turned to the lakes and shipped as second engineer on the steamer Northern Light, remaining until the close of the season. In the spring of 1889 he sailed as second engineer of the steamer Republic, and in that fall went to work for the Cleveland Spring Company, in whose employ he continued for five years. In the spring of 1895 he came out in the new steamer I. W. Nicholas as second engineer,

holding that berth until the close of navigation, when he resumed work with the Cleveland Spring Company for the winter months. The following year he shipped as first assistant engineer on the steamer Chili, on which he served throughout the season. He has fifteen issues of license.

Mr. Anderson is a Knight Templar Mason, belonging to Oriental Commandery, and a member of the Marine Engineers Beneficial Association, of Cleveland. He has one son, George H. Anderson, Jr.

WALTER CHARLES GODDARD, at present chief engineer of the Chamber of Commerce building, of Detroit, Mich., was a sailor for many years, following that calling both at sea and on the Great Lakes. He was born February 19, 1840, in Nottingham, England, and remained in his native country until nearly thirty years of age. His first experience on board ship was gained in the British navy, to which he belonged in all for twelve years, and in which he served his time as a mechanical engineer. During the years of his apprenticeship he sailed on the Heron, Inflexible and Thunder, and he was subsequently engaged as second engineer for three years on the boats of the Mediterranean squadron. While in the navy Mr. Goddard made several trips to India, and after leaving the service he spent two years more at sea before coming to the Great Lakes, during which time he was employed by the White Star line as second engineer on the old Republic, the Germanic and the Brittannic, and as first engineer on the Coptic. While on these boats he crossed the ocean between Liverpool and New York sixty-one times. Afterward he sailed on the Nestorian, of the Allan line, between Liverpool, England, and Montreal, Canada. After coming to the lakes Mr. Goddard did not sail very long, making one trip on the Celtic, of the Merchants line, from Montreal to Chicago, and filling a berth on the Cheboygan for one season. He also served for a short time on one or two other boats, and since then has been employed on shore. He has been in the electrical and mechanical engineering business in Detroit for ten years.

For six years he was with the Woodward Storage Battery Electrical Company, as general superintendent, and he then fitted out the *George C. Baker*, a submarine boat, with which he made several experimental trips. Leaving the *Baker* he engaged with the Citizens Street Railroad Company, of Detroit, continuing with them two years, and since April 1, 1896, he has been chief engineer of the Chamber of Commerce building.

Mr. Goddard was married, in October, 1886, to Mrs. Hudson, *née* Watkins, and to this union has been born one son, Walter Henry, who is now in school. Mr. Goddard is well known in electrical and mechanical engineering circles, in which he has a high standing. He is a Royal Arch Mason, belonging to the Peninsula Chapter No. 116, and is also a member of Palestine Lodge No. 357, Detroit, Michigan.

CAPTAIN NEIL CAMPBELL, a descendant of a long line of Scotch ancestors, as the name implies, is a ship master of ready resource, of thoughtful and studious habits and generous hospitality, and enjoys a domestic life, although his duties as a mariner would seem to preclude him from that essential to complete happiness. He was born in Inverness, Scotland, on September 10, 1855, and is the son of Philip and Henrietta (McLeod) Campbell, both also natives of Scotland, who came to America in 1863, locating at Owen Sound, Ontario. The father was a seaman, engaged in the coasting trade as master and owner of sloops, which were so common in the waters washing the shores of the British Isles.

After obtaining a liberal education in the public schools of Owen Sound, which he attended until the spring of 1872, Captain Campbell entered the employ of the Beattie Steamship Company, as watchman in the passenger steamer *Manitoba*, plying between Detroit, Sarnia and Duluth, in command of Capt. J. C. Symes, and he held that berth three seasons. In the spring of 1875 he shipped in the steamer *Silver Spray*, plying between Collingwood and the Sault, and after remaining on her two seasons, with Capt. J. Nabb, entered

the employ of the Georgian Bay Transportation Company as second mate of the passenger steamer *Northern Belle*, with Captain Campbell. At the end of the second year he was promoted to the office of mate and he laid the steamer up that fall, coming out the next season as mate of the *Northern Queen*, a sister ship. In the spring of 1880 he was appointed mate of the steamer *Manitoulin*, following with two seasons as mate of the steamer *City of Owen Sound*, of the Canada Transit Company. In the spring of 1883 Captain Campbell attained to the command of the *Northern Belle*, and the next year he was appointed master of the steamer *City of Owen Sound*, which he laid up that fall. As she did not go into commission the next spring the Captain went to Buffalo, declared his intention of becoming a citizen of the United States, and shipped as wheelsman in the *United Empire* with Captain Gillies, on which he served until September, closing the season in the *B. W. Blanchard*. In the spring of 1887 he was appointed mate of the *United Empire*, and in 1888 he was appointed master of the side-wheel steamer *Cambria*, plying between Owen Sound and the Sault in connection with the Canadian Pacific railroad, sailing her successfully three years. In 1891 he transferred to the new steamer *Manitoba*, operated by the same company, as mate. Having passed his examination before the inspectors in Detroit that winter and having been granted a license he shipped the next spring as wheelsman in the steamer *Tuscarora*, plying between Chicago and Buffalo, pending a vacancy in the *John M. Nicol*, of which he was appointed mate in August. Captain Campbell then entered the employ of the American Steel Barge Company as mate of the steamer *J. B. Colgate*, transferring to barge No. 117 as master the next spring, and with the exception of one season, when he sailed the side-wheel passenger steamer *Cambria* between Windsor and the Sault, he has been with that company ever since—in 1896 as master of *Monitor No. 117*, and in 1897-98 as master of the steam monitor *Colgate Hoyt*.

On January 9, 1890, Captain Campbell

wedded Miss Catherine McLeod, daughter of Donald McLeod, who is in the mercantile business in Marquette, Mich., and the children born to this union are Philip Bernhardt, Norma Evaline and Catherine Henrietta. The family homestead is situated in Owen Sound, Ontario.

Socially Captain Campbell is a member of the Independent Order of Odd Fellows and the Ancient Order of United Workmen.

CAPTAIN F. J. MAGLE is one of the most popular and best qualified masters of passenger and excursion steamers on the lakes. Always courteous and gentlemanly, he has made hosts of friends among the traveling public, and his handsome steamer, the *American Eagle*, is always well patronized during the summer months by pleasure seekers from all sections of the country contiguous to Sandusky Bay.

Captain Magle is a native of Sandusky, having been born in that city January 31, 1838, son of John and Catherine (Mohler) Magle. His father was a well-known ship-smith, and ironed all the vessels built in Sandusky during his time, among which were the *Castalia*, *Venice* and *Northampton*. He died at the age of sixty-four, his wife living to the ripe old age of eighty-seven, and passing quietly away in 1896.

Captain Magle acquired his education in the public schools of Sandusky, which he attended until he reached the age of nineteen years, devoting the summer months, however, to the pleasant pastime of sailing yachts. In 1856, when but eighteen years of age, he sailed the yacht *Wyoma* and won the first prize in a race in which there were twenty-seven competitors, hailing from Toledo, Detroit, Cleveland and other ports. This was at a time when yachting was one of the fine arts, and the trophy won by young Magle was the greatest prize, intrinsically, ever given at Sandusky. He also sailed the fine yacht *Jennie Lind*, whose cabins were fitted up like a parlor in a palatial residence. He learned his skill and cunning in handling and trimming a yacht under the eyes of Captain Charles Nichols, a noted yachtsman and sailing

master of that time. The first boat Captain Magle shipped on regularly was the schooner *Emeline*, which he joined in the spring of 1853 as boy, going the next season with Capt. John Dyer on the scow *Hannah Salina*, and in 1885 with Capt. Sol. Phillips on the same boat. In 1856 he fitted out the Milan-built scow *John C. Fremont*, which he sailed that season, taking charge of the *Wyoma*, however, long enough to win in the great Sandusky regatta of that year. In 1857 he returned to Sandusky and took command of the sloop *Harlequin*, sailing her between that port and the islands, in the fish trade, until September, when he was appointed master of the *H. C. Post*, which he sailed successfully five seasons. The *Post* was then sold to Cleveland parties and in the spring of 1862 he went as mate with Capt. John Estes on the *E. S. J. Bemis*, on which he was engaged for two seasons.

In 1864 Captain Magle purchased a vineyard and fishery on Middle Bass island, for which he paid \$2,800, and he devoted his energies to their culture for about eighteen months, when he sold his property for \$7,500. In the fall of 1865 he bought ten acres of land and a fishery which occupied his time until 1872. He then went to Detroit and chartered the steamyacht *Grace Truscott*, running her until the passenger steamer *Golden Eagle*, in which he had an eighth-interest, was completed, in July, when he took command of her, plying between Sandusky and the Islands, Detroit and Toledo. He sailed her eight years, summer and winter. On one of his winter trips, in 1875, between Sandusky and Put-in-Bay with passengers and general cargo, the steamer broke up the ice at Put-in-Bay so that it commenced to run out, and the boat on departing encountered the ice thirteen inches thick, in such volume that she sprang a leak and the pumps could not keep her clear. The captain blew his whistles long and loud to attract attention from the Bay, put his passengers on the ice and stripped the boat, even to her gong and compass. He then reversed the engines and jumped through the gangway onto the ice. She sank in a short time, only the

top of her smokestack being above water, but nine days after he raised her and took her to Cleveland, where she was repaired by Radcliffe and again put on the route. In the spring of 1880 Captain Magle brought out new the steamer *American Eagle*, a passenger and excursion boat possessing the best qualities of an ice breaker. She was put on the old route between Sandusky and the Islands, and Toledo, Cleveland and Detroit, on occasion also doing towing between Sandusky and Lake Huron, and Captain Magle is still in command of her. This steamer was run regularly summer and winter between Sandusky, Put-in-Bay, Middle Bass and Kelleys Island, transporting wine, etc., and also carrying mail for a number of years, but of late years, on account of the falling off of business and the expense of fuel, she is laid up in January and started again in March. Captain Magle used her as a wrecking boat when the tug *Samson* was sunk at the northwest point of Point Pelee; he took her over and raised the *Samson* and made an effort to reach Cleveland with the tug, but the ice was so thick that he had to run under Kelleys Island to prevent the *Samson* from going to the bottom again. The Captain asserts that the *American Eagle* as an ice crusher is a success.

Captain Magle was united in marriage, on June 6, 1858, to Miss Nancy Sullivan, of Cooperstown, N. Y. The children born to this union are Katie, wife of Dr. Jordon; Elizabeth, wife of Alex. R. Bruce, clerk of the *American Eagle*; Carrie R., now Mrs. Lester Bruce, a school teacher in Ottawa county, Ohio; Mary and Jessie. The family homestead is on Put-in-Bay island.

CAPTAIN L. G. VOSBURGH was born in Flint, Mich., March 5, 1848. He attended the public schools a short time, and like so many of the lakefaring captains, he ran away from home when yet a lad to go on the water. He shipped as cook on the schooner *Eleanor*, and on the arrival of that boat at Chicago enlisted for the navy. In 1862 he was sent to Cairo, Ill., where he went aboard the receiving ship stationed at that point, and thence he was

assigned to the gunboat *Mound City*, Commander Patterson, as ordinary seaman. The *Mound City* was in all the engagements on the Mississippi river and was the second to pass the dread batteries at Vicksburg. Island No. 10, a point of great historical interest, was also passed, and at New Orleans Captain Vosburgh was transferred to the gunboat *Winnebago*, and participated in the capture of the forts guarding the entrance to the harbor at that city. After the fall of New Orleans his boat joined the blockading squadron at Mobile bay, and while cruising for position in the attack on Mobile she ran into a torpedo and was blown up, about three miles off the coast, all hands, three hundred and fifty, suffering more or less. Captain Vosburgh, with about one hundred others, was picked up by the small boats from a vessel lying near, and he remained on that vessel until the close of the war, being mustered out of the service in October, 1865, at New Orleans. He came north to St. Louis, thence to Chicago.

In the spring of 1866 the Captain went to Bay City, Mich., and during that season shipped on tugs out of that port. The following spring, having some money from his army service, he invested in the side-wheel steamer *North Star* and sailed her. Later he bought the tugs *Buffalo* and *C. C. McDonald*, and the schooner *Gracie Belle*, but taking advantage of a good market, he sold all his vessel property, and entered the employ of the T. & S. T. Co., operating a line of barges out of Bay City. For one year he was given command of the tug *T. M. Moore*, of the schooner *David Morris* two years, and of the schooner *William Case* one year. Captain Vosburgh was then appointed agent for the Blanchard Transportation Company, in the lumber trade, which position he filled to their satisfaction for two years. His next investment in vessel property was the purchase of the tugs *Challenge* and *Hope*, which he took to Detroit in 1886, and he associated himself with the Mills Towing Company for two years. In 1890 he sold out and came to Cleveland, where he was appointed master of the steamer *Handy Boy*, plying between

that city and Kelley's Island, for the fall. The following spring he entered the employ of Captain Smith and brought out the steamer Joseph P. Farnam, which he sailed two or three seasons, afterward taking the schooners H. P. Baldwin and the noted Colonel I. Cook one season each. He next entered the employ of John T. Hutchinson, and sailed the steamer Rube Richards (one year) and the schooners May Richards and E. C. Hutchinson, in the spring of 1896 again taking command of the Rube Richards, which he laid up at the close of navigation in Cleveland harbor. The Captain belongs the American Association of Masters & Pilots, at Cleveland (of which he is a charter member), the Ancient Order of United Workmen, and to the Odd Fellows fraternity.

In 1868 Captain Vosburgh was united in marriage to Miss Belle Flood, of Painesville, Ohio, and they have two children, Benjamin F., who occupies a position in the Bay City postoffice, and Grace M., now Mrs. Charles Kline.

CAPTAIN U. S. CODY was born in Sombra township, Ont., in 1867, son of Patrick and Margaret (Coffee) Cody. His father, who is a well-educated man, is a native of Prince Edward Island; his mother was born at Ingersoll, Ont. U. S. Cody attended the public schools and graduated from the high school at Sarnia, Ont., and after completing his education came to the United States, entering the employ of M. Sicken, at Marine City, Mich., as bookkeeper at his lumberyard and coal dock. He continued there one year, and then went to Tawas, where for three years he was in the employ of Loud & Co., in the same capacity. In the spring of 1883 he opened his sailing career as man before the mast on the T. S. Fassett, on which barge he remained three years. In the spring of 1886 he shipped as wheelsman on the steamer James Fisk. In 1887 he was wheelsman and lookout alternately on the steamer Oceanica, finishing the season as lookout on the steamer Kershaw. In 1888 he sailed before the mast on the schooner M. C. Upper, and as lookout on the Northern Light, of which he was

appointed second mate in the spring of 1889; he finished the season, however, as mate on the E. S. Pease. The next three years he sailed as second mate of the steamer Pasadena. In the spring of 1893 he entered the employ of the Cleveland & Buffalo Transit line, and was appointed mate of the passenger steamer State of New York, remaining in that employ until the fall of 1895, and giving universal satisfaction. In the spring of 1896 Captain Cody shipped as mate of the fine steamer Lewiston, owned by Mr. John Green, of Buffalo, which he sailed up to the close of navigation. The Captain has eight issues of first-class master's papers, covering the lakes from Cape Vincent to Duluth. He is a member of the American Association of Masters and Pilots.

WILLIAM GALT, the present manager of the Toronto Ferry Company, is a gentleman whose natural ability and conscientious performance of duty made his services in constant demand. He was born at Kilmarnock, county of Ayr, Scotland, in 1861, a son of Capt. Alexander Galt, who served as chief of police at Kilmarnock, and passed away in 1868.

The early education of William Galt, was acquired in his native town, where he displayed the close application of the "reasoning Scott," and laid the foundation for the thorough training he afterward secured in the schools at Glasgow. His naturally keen perceptive faculties were strengthened by his out-door sports, and he soon rose to the front rank in the athletic world. He took an active part in the Association football, being for several years a member of the Champion county team, and has played against all the principal teams in England and Ireland, where he won the highest praise from the devotees of the great game for his strength, alertness, and his rigid conformity to the established rules. He is the proud possessor of several gold medals won in open competition, and in all the contests in which he took part he never had the misfortune to win less than the first prize.

His brother, John Galt, who has won fame as an engineer and waterworks ex-

pert, in the Dominion, urged his younger brother to cross the Atlantic and lend his youth and strength to the New World. Accordingly in 1884, William Galt bade farewell to the familiar hills and waving heather, and turned his face westward. After his arrival in Canada he was for two and a half years local manager at Montreal for the Boiler Inspection & Insurance Co., of Canada. In 1887 he resigned that position to go to Toronto, where until April, 1898, he was a member of the reportorial and editorial staff of the *Toronto Mail and Empire*. On April 15, 1898, he was appointed manager of the Toronto Ferry Company and entered at once upon the actual discharge of the duties pertaining to that position.

That Manager William Galt has by his methodical way of doing business, done good work for the Toronto Ferry Company, there can be no doubt. He has convinced the public that they could depend on a regular service to Toronto Island, regardless of the weather, and the result is an increase in the popularity of Hanlan's Point as a summer resort. The point has undergone remarkable changes for the better, one of the greatest improvements being the construction of the magnificent bicycle race track and baseball and lacrosse oval; that quarter-mile track is noted all over the continent, and has been the scene of some of the fastest racing ever done. The enlarging and refitting in modern style of the "Hotel Hanlan," as well as the exquisite landscape gardening, have lent an additional charm. Messrs. M. A. and Fred Thomas, managers of the hotel, father and son, are two well-known hotel men in Canada, and enjoy the patronage of many Americans, who spend their summers at the Hotel Hanlan, one of the garden spots of the world.

EDMUND J. JACKSON, a member of the well-known firm of Ward & Jackson, ship-smiths, has throughout his entire business life been actively identified with the ship-building industry, and is an expert and skillful workman. He was born October 17, 1843, at Ancton Hall, Suffolk Co., England, and is a son of William and Johanna

(Mewese) Jackson. His father was a coast guard, and as occasion required was stationed at different points on the English channel, with the ostensible purpose of preventing smuggling so extensively carried on at that time. Previous to being appointed to that position he had been a North Sea fisherman, and had become an expert boatman. He had been connected with the ocean marine a number of years. In connection with the duties of the coast guard was that of signaling the authorities in case of war, when an enemy appeared on the coast; he also acted as a life saver, the system being somewhat similar to that which obtains in this country. This was about the time that the English press-gang system was in vogue and his mother's father, Mr. Mewese, being a sailor in the ocean merchant marine of England, and was impressed to serve in the navy on board a man-of-war, which had taken him from his ship.

But to revert to the subject of this sketch, Mr. E. J. Jackson, his primary education was obtained at Lowestoft, Suffolk county, to which place his father removed when he was retired on a pension. Mr. Jackson was then apprenticed to a ship-smith, with whom he learned all the practical parts of the trade, serving seven years. At the expiration of this time, he went on a North sea fishing voyage, which occupied about fourteen months.

After this digression Mr. Jackson returned to the shop and acted as foreman of the blacksmith department in the yard where he had served his apprenticeship.

In 1873 he came to the United States, first locating in Cleveland, where he was employed by Blatt & Wight, who were at that time doing iron work on the schooner Scotia for Quayle & Martin. He remained with that firm until the senior member withdrew and then formed a partnership with Mr. Wight under the style of Wight & Co. In 1874 William Ward, his present partner, purchased Mr. Wight's interest, and the firm has been Ward & Jackson. From the beginning their trade has constantly increased and soon after starting in business they did the iron work on many of the lake vessels, which gained for them an

enviable reputation. They did all the iron work on the Wilson fleet—the Olympia, Yokima, C. W. Lockwood, J. C. Lockwood; and the Republican Iron Company's fleet—Magnetic, Colonial, Smith Moore and Wokoken and many others. Since Mr. Jackson first engaged in the shipsmith business he has secured much vessel property, notably, an interest in the steamer J. H. Outhwaite, which he purchased in 1886; the J. J. Barbour in 1872; the H. A. Barr in 1875; and the Roumania in 1890. Owing to circumstances of traffic he has disposed of all this property and now contents himself without lake tonnage.

Mr. Jackson was united in marriage to Miss Lucretia Betts, whose father was superintendent of the gas works at Lowestoft, and who is a lady of rare business qualities. They have one son, Charles, who is carrying on a machine and blacksmith shop in Cleveland.

Socially, Mr. Jackson is a member of Halcyon Lodge, F. & A. M., Thatcher Chapter, Holyrood Commandery, Lake Erie Consistory, and Al Koran Temple of the Mystic Shrine.

Mr. Jackson has a warm feeling for his old home on the other side of the water, and four different occasions he has visited England, and always accompanied by his wife; once in 1878, 1884, 1888, and again in 1895. On the last occasion he was also accompanied by Thomas and George Quayle and Mr. Radcliffe, all shipbuilders. He has also traveled extensively throughout Europe. The family homestead is in Cleveland, at 23 Hazard street.

H. JAENKE was born in Namslau, Germany, November 20, 1862, son of William and Caroline (Ossig) Jaenke, the former of whom was an officer in the German army, and soon after the birth of our subject the family removed to Breslau, where the father was stationed. He died in 1876. There were seven children in the family, all of whom are living; two are in America—Charles, who acted as watchman on the Grecian in 1896, and Herman, whose name introduces these lines.

Mr. Jaenke came to America in 1882 and

settled first in Buffalo, N. Y., from this port shipping on the Wallula as deck hand, and there remaining one season, also keeping ship at Chicago during the winter. The following season he acted as watchman on the same boat with Captain Morton, afterward serving in the Sitka under the same command and the command of Captain Carlyle. A part of the next season he acted as second mate on the Saxton, which was new, and finished the year on the Roman, also new, with Captain Chapman. Going to Sault Ste. Marie he ran a lighter for some time, and afterward came to the Briton with Captain Gotham, at first holding second mate's berth. With Captain McDonald he then served on the Aurora as second mate, and in 1895 was given the position of mate on the Norman, which was lost on Lake Huron. The remainder of that season he spent on the Charles A. Eddy as mate, and in 1896 came on the Briton in that capacity; this boat being laid up early he finished the season on the W. D. Rees. Mr. Jaenke is a young man who holds a high place in the confidence of his employers, and he has been attended thus far with great success in his marine life. He is unmarried.

CAPTAIN ABEL VOISINE is of French extraction, and was born on January 22, 1859, at Green Island, Ont., as were his parents and grandparents. He is the son of Joseph and Madeline (Jean) Voisine, who removed to the United States in 1865, locating in West Bay City, Mich., where his father died in 1883. His mother is still living. His early years were spent in a saw-mill, and he is self-educated, having neither opportunity nor desire to attend school while young. Since commencing to sail he took a course of study and soon acquired a liberal education.

Captain Voisine's first experience as a mariner was in 1876, as deckhand and watchman on the propeller Antelope, recently lost on Lake Michigan. The next season he sailed as watchman on the passenger propeller Eighth Ohio, and the following season he went before the mast on the City of Grosse Point. In the spring of

1879 he shipped as wheelsman on the lake tug Peter Smith. His next berth was at the wheel on the tug Sol. S. Ramage, now the Charlie O. Smith, followed by a season on the same boat as mate. In the spring of 1882 he took out papers and was appointed mate of the tug Ella Smith. The next year he came out as mate of the tug Ontario, but closed the season as mate of the Star of the North. He put in part of the season of 1884 as mate on the lake tug Niagara, closing on the Pensaukee as mate, and remained with her until the spring of 1887, when he shipped on the tug Annie Moiles. In the spring of 1888 he was appointed master of the tug Sarah Smith, and sailed her two seasons. His next boat was the Annie Moiles. In the spring of 1891 he was appointed master of the tug Charlie O. Smith, which he sailed six seasons with good business success. In the spring of 1897 he came out as master of the fine tug Sweepstakes, but transferred during the season to the Charlie O. Smith, Annie Moiles, R. H. Weidemann, Lula Eddy and Ella M. Smith, laying the latter up December 18, 1897. The following year he was appointed master of the tug Ella M. Smith. Socially he is a member of the beneficial Order of the Maccabees.

Captain Voisine was wedded to Miss Jane, daughter of Joseph and Demontaine Blais. The children born to this union are Joseph, Edmond, Eva; Abel and Albert, both of whom died young; Mabel Ruth and Wilfred. The family homestead is at No. 1005 Long street, West Bay City, Michigan.

JOHN T. MEAD was born in Painter Hollow, Crittenden Co., Ky. His father was of old Puritan stock, which landed in Jamestown in 1628, afterward moving to Massachusetts, and his mother was of Scotch descent, and a member of the Lee family.

Mr. Mead received a common-school education in the wilds of his native state, and early in life went as stoker or assistant engineer on a steamboat plying on the Ohio river. He followed the Ohio river service until he was twenty-one years of age, when he enlisted in the navy, with which he served

until August, 1865, on the steamers St. Clair and Mound City in the regular gunboat service on the Ohio, Mississippi and Tennessee rivers, participating in all the skirmishing which occurred in that latitude at that time. The Mound City was particularly active in patrolling the Tennessee river, and many times shots were exchanged between her crew and Forest's cavalry.

Mr. Mead received his first papers as engineer in 1865, and accepted an appointment as chief engineer on a steam passenger canal boat plying between Chillicothe and Portsmouth, Ohio, on the Ohio canal. Later he received appointments on Ohio and Mississippi river steamers, on which he was employed for eight years. He then went to Cleveland and acted as engineer of harbor tugs out of that port for four years, after which he engaged as engineer of the Broadway flour mills. In 1877 Mr. Mead entered the employ of John Thomson as steamfitter, and remained with him nineteen years, during which time he invented what is known as the Mead & Thomson feed-water purifier—which has found a place on many first-class lake steamers—and the Giant flue scraper, and did general steam-fitting work. In June, 1895, Mr. Mead united with Messrs. Stevens and Presley to form the Buckeye Steam Fitting Company, who are at present doing business at No. 117 River street, Cleveland.

WILLIAM R. DONALDSON is a native of Detroit, having been born there December 9, 1864, son of Robert and Anna (Rutson) Donaldson, the former of whom was superintendent of and a stockholder in the Detroit Dry Dock & Engine Works, but is now retired. There were nine children in the family—three daughters, Tina, Anna and Maude, and six sons, William R., David, Charles, George, Robert and Raymond. William R. learned the trade of machinist and draughtsman at the Detroit Dry Dock & Engine Works, finishing his apprenticeship in 1889, and in 1890 he went on the lakes as oiler on the City of Alpena. During the season of 1891 he was oiler on the W. H. Gilcher, and the next season he was promoted to second engineer of the William

H. Gilbert, having assisted in putting in her engines during the spring at Wheeler's shipyard, West Bay City. The season of 1893 he spent as second engineer of the Gettysburg, towing logs for Alger, Smith & Co., and he was retained in this position through 1894 and 1895, in 1896 being promoted to chief engineer on the Briton, of the Menominee line, by which he was re-employed for 1897. Socially Mr. Donaldson is a member of the M. E. B. A., No. 3, and of Detroit Lodge, F. & A. M. He is unmarried.

LAWRENCE J. REGAN has chosen the occupation of marine engineering and he has a bright outlook for the future in that line of work, having thus far commanded the highest respect and confidence of his employers and superiors. He was born May 23, 1869, at Chaffey's Locks, Ontario, and is a son of John and Mary (Hamilton) Regan, natives of Ireland, who had a family of ten children, nine now living: Bridget died April 16, 1894; Rosa is married to Lawrence Joyce, and resides in Canada; Michael and John are farmers in Canada; Marry married Thomas Joyce, a farmer of Canada; Margaret is the widow of Michael Doyle, who was a sailor for years on the St. Lawrence river; Katherine and Anna reside in Rochester; and Theresa still lives with her father in Canada. John Regan survives his wife, who died March 8, 1888, and is living retired on a farm at Chaffey's Locks.

At his native place Lawrence Regan attended school and lived for twenty years, going thence to New York State, where he was engaged for three years on a farm at Cape Vincent; at the end of that time he went to Ashtabula, Ohio, and shipped on the steamer Sparta as fireman, remaining on that boat until September, when he changed to the Cambria as oiler for the remainder of the year. The following spring he proceeded to Cleveland and shipped on the New Orleans as fireman, acting one year in this capacity, and in the winter going to Marine City. The next season he engaged as fireman on the Corsica, and in September went to the P. J. Ralph, from this boat transferring to the Iroquois, in the

same capacity. In the spring of 1896 he was given the berth of second engineer on the Romania. Mr. Regan is unmarried.

S. O. MARSH, mate of the Ira Owen, is a mariner of considerable experience. He was born August 23, 1859, at Erie, Penn., and at that place lived the first twenty-four years of his life. His father, Capt. Daniel Marsh, was a native of Massachusetts, but went early to Nova Scotia, and there lived until he was fourteen years of age, when he removed to Erie, Penn. He spent about twenty-four years of his life on the Great Lakes, becoming shipmaster at the age of twenty-one, and in that capacity served many years; he is now retired, making his home in Wilmot, Wisconsin.

After attending school for some time Mr. Marsh entered the employ of the Chenango & Allegheny Valley Railway Co., and remained with them two years, when he began his marine life, as boy, on the schooner Julia Willard. Previously he had sailed with his father. From the Julia Willard he transferred to the Escanaba, and there acted as watchman and wheelsman for six years in the employ of the Lake Michigan & Escanaba Transportation Co., his next service being on the steamer Josephine, of Chicago, of which he acted as second mate two years and mate one season. In 1891 he became mate on the Ira Owen and the following season sailed the steamer Ohio, in 1893 returning to the Ira Owen, on which he has since remained. Clarence A. Marsh, brother of our subject, was on the lakes several years and was killed July 21, 1894, on the steamer Henry J. Johnson, on Lake Erie.

Mr. Marsh was married on April 11, 1896, to Miss Ida Mitchell, of Cumberland, Maryland.

CAPTAIN TIMOTHY HEAGERTY, despite the years of experience he has had, is a young tug master who has given undiminished satisfaction to his present employers, with whom he has been steadily engaged since 1890 as master of their tugs. He was born in Oswego, N. Y., on December 4, 1867, son of Cornelius and Johanna

(Heagerty) Heagerty, his mother not changing her name when she married. The parents were born in County Clare, Ireland, and came to the United States about the year 1848, locating in Oswego, where they were married. Jerry Heagerty, an uncle of the Captain, was a master of schooners and lost his life while mate on a schooner which foundered on Lake Michigan.

Timothy Heagerty attended the public schools until he reached the age of eighteen years, when he shipped in the schooner Hattie L. Johnson, plying between Montreal and Oswego in the coal trade. In the spring of 1888 he shipped as lineman in the tug Charlie Ferris, holding that berth two seasons and during the following two years served in the Phineas Marsh and other vessels. On February 14, 1890, having received his license during the winter, he entered the employ of Carkin, Stickney & Cram, and was appointed master of the tug Ada Barrett, operating at the Sault and Hay Lake Channel, waiting on dredges and doing general towing. The next spring he was appointed master of the tug Pandora, engaged in towing at Ogdensburg, N. Y., and in the spring of 1892 he was given command of the tug Dragon, which he has retained six years. She is at this writing stationed at Ashtabula, Ohio, where Messrs. Carkin, Stickney & Cram have a contract for dredging.

Captain Heagerty is a man of pleasant address and gentlemanly bearing. On February 6, 1895, he married Miss Kittie Meagher, daughter of Patrick and Nora Meagher, of Oswego, N. Y., and one son, Francis, has been born to their union. They reside at No. 236 West Fourth street, Oswego, New York.

ED. R. DUNGAN was born in Prescott, Ontario, January 30, 1865, the son of James F. Dungan, who was for over fifteen years construction engineer of the Novelty Iron Works, in New York, where a large amount of work was done for the United States navy. His mother's maiden name was Katherine O'Connor. There are six of the children living besides Edmund R.—James, William, George, David, Albert and Mary.

Mr. Dungan served his time at the machinist's trade in the shops of D. McEwan & Son, Kingston, Ontario, in 1882, removing with his parents to New York, where he worked a year in Delamater's machine shops. The next year he spent in different shops in New York and Pennsylvania, and in 1884 he shipped as oiler in the William A. Haskell, holding that position through the season of 1885. During 1886 he was engineer at Scotten's tobacco works and in 1887 he took charge of Henry McGraw's machine shop, continuing thus for four years and giving excellent satisfaction. In 1891 he went on the lakes again as second engineer of the steamer Raleigh, and in 1892 he became chief of the tug Wilcox. In the spring of 1893 he fitted out the Wilcox and then went out as chief of the H. S. Pickands, retaining that berth until August 22, 1896, when he accepted the position of chief engineer at St. Joseph's Retreat, in Dearborn, just out of Detroit, where he still remains.

Mr. Dungan was married, in Detroit, on November 23, 1887, to Miss Margaret Lane, and they have two daughters, Katherine and Marie. He is an enthusiastic member of the M. E. B. A., and has been recording secretary of No. 3 for five years. He was also a delegate to the National meeting in Washington in 1896 and 1897.

CAPTAIN C. G. ENNIS is a representative steamboat master, an amateur marine artist of genius and fame, a whole-souled, even-tempered man of grand physique, who sailed successfully the largest freight boat on the lakes, the steel steamer Sir William Fairbairn, 440 feet over all. The Captain is the seventh son of a seventh son, and is six feet, three and a half inches high. His father, Clinton Ennis, an old pioneer along the Vermilion river, was six feet, seven and three-fourths inches tall in his stocking feet. His mother, Charlotte (Reed) Ennis, came of a good family, and was a woman of fine presence.

Captain Ennis was born at Birmingham, Erie Co., Ohio, in 1846, and was educated at the district schools of his native town. In 1858 he ran away from home and

shipped out of Vermilion with Capt. Joe Moffet, on the schooner F. T. Barney, putting in two seasons in her, the second as seaman. In 1860 he passed the season on the schooner Grace Greenwood, the bark E. Conway, and the brig Isabella, as seaman; in 1861-62 he was on the schooner King Sisters, the last season as second mate with Capt. Smith Moore. In 1863 he shipped with Captain Fitzgerald on the bark Hans Crocker, as second mate, and in 1864 served in the same capacity with Capt. John Moore in the bark Major Anderson. In the spring of 1865 he enlisted in the Ninety-eighth P. V. I., stationed at Danville, N. C., and served until the close of the war, being mustered out at Mt. Pleasant hospital. He returned to his native town, Birmingham, and not long afterwards went to Iowa and bought a farm near Strawberry Point, purchased a yoke of oxen and a plow, and went to farming. In the late spring he made his oxen fast to the plow, and drove them into a yellow-jacket's nest. They walked all over the nest, then unshipped the plow and ran away, and Captain Ennis let go the lines and headed for home.

Returning to the lakes, he found that Capt. Smith Moore was in need of a good mate, and he served with him that summer on the schooner Massillon. His next venture was on a fishing expedition with small boats among the Apostle Islands, but although the party remained faithfully all summer they did not acquire much wealth. In 1867 he shipped in the schooner Thomas Quayle as second mate for the season; in 1868 again went with Capt. Smith Moore in the Massillon; in 1869 served with Captain Trinter on the H. J. Webb, with Capt. George Judson in the H. F. Tilden, and finally with Capt. Peter Minch in the I. W. Nicholas as second mate. In 1870 he came out as mate on the Brightie, a new vessel and the largest on the lakes at that time; in 1871 he went as second mate on the steamer Horace B. Tuttle, closing the season as mate, and he remained on her five seasons in that capacity. The Tuttle, built by Ira La Frinier, was the first steambarge on the lakes. In 1876 Captain Ennis was appoint-

ed master of the schooner George H. Ely, on which he remained five years; in 1881 was master of the steamer Horace B. Tuttle; in 1882 of the schooner M. R. Warner; in 1883 of the schooner James Couch; in 1884 of the James Pickands; in 1885 shipped as mate on the steamer Smith Moor, and closed the season as her master; in 1886 he fitted out the N. K. Fairbanks at Duluth; in 1887 was master of the Frank Perew part of the season, finishing on the Jim Sheriffs; in 1888 he came out on the steamer James Pickands as mate, and continued on her throughout 1889, closing the latter season as master. In the spring of 1890 he went to Detroit and brought out the steamer Lansing, which he sailed for six years as master. In 1896 he was given command of the large new steel steamer Sir William Fairbairn, 440 feet over all, the largest of the Rockefeller fleet. She and her consort brought down on one trip 10,500 tons of ore. Captain Ennis laid her up at Ashtabula harbor at the close of navigation, and resumed command in the spring of 1897. He belongs to the Ship Masters Association, and carries Pennant No. 272.

Captain Ennis was united in marriage, in 1866, to Miss Ridella Wiltse, daughter of Dr. Wiltse, of Strawberry Point, Iowa. One son has been born to this union, Claude Melnot, who was master of the steambarge M. C. Neff during the season of 1896. The family residence is in Scott street, Cleveland, and is surrounded by many evidences of prosperity. The walls are adorned with many marine pictures from the brush of the Captain; in one room he has painted a border, about two feet deep from the ceiling, representing the lakes and the boats (both steam and sail) in the chronological order in which he became master of them. They are all life-like, natural and well executed.

CAPTAIN CLAUDE M. ENNIS, son of Capt. Clinton and Ridella Ennis, was born at Birmingham, Ohio, in 1871. He attended the public schools, finishing his education in the Spencerian Business College, in Cleveland, which he attended two winters. He commenced sailing in the summer months

as boy on the schooner *M. R. Warner*, was seaman one season, and followed this service by a season on the steamer *Horace B. Tuttle* as watchman. In 1883 he was appointed second mate on the schooner *James Couch*, remaining one season, and in 1884 he filled the berth of wheelsman on the steamer *James Pickands*, the following season holding the same position on the steamer *Smith Moore*. In 1886 he shipped as mate on the schooner *Frank Perew*, and in 1887 on the steamer *James Pickands* as wheelsman, continuing for two seasons in that berth. In 1890 he was made second mate of the steamer *Lansing*, with which he also remained two seasons. In 1892 he went to Chicago and superintended the construction of eight steam passenger boats during the progress of the *World's Fair*, built to the order of *Ellis R. Meeker*, of Boston, under the firm name of the *World's Fair Steam Yacht Concession*, to operate in connection with the Fair. He then had the management of the line and sailed the *Portland*. Returning to Cleveland in 1893, Captain Ennis sailed the tugs *Allie May* and *Blazier* for that season. In 1894-95 he shipped as mate on the steamer *Lansing*, and in 1896 as master of the steambarge *M. C. Neff*, trading between Lake Superior, Georgian Bay and Ohio ports, laying his boat up at the close of navigation in Cleveland harbor. Captain Ennis is a young master, but he has given good satisfaction to the owners of the various boats in which he has sailed.

DAVID BURNS may be ranked among the most prominent and successful marine engineers on the lakes, and he is always in demand to handle the best class of machinery. He is conscientious and industrious, and he busies himself constantly around his machinery in order to keep it in first-class condition.

Mr. Burns was born in Marine City, Mich., on April 14, 1858, son of Thomas and Susan (McCarran) Burns. After acquiring his education in the public schools, which he attended until he was about sixteen years of age, he occupied some time in experiments as to the vocation which he was

to follow for a livelihood, and finally determined to become a mariner, in common with many of his townsmen. In the spring of 1878 he became a sailor before the mast in the barge *Charles Weeks*, following with a season in the schooner *Sol. Gardner* in a like capacity. In the spring of 1880 he was advanced to the position of wheelsman in the steamer *Salina*, which he retained until June, changing into the steamer *Abercorn* as fireman, and thus making the first step towards the responsible position he now holds. He remained in the firehold of the *Abercorn* the two succeeding seasons, and in 1883 shipped in the *Morley*, whose name was afterward changed to *Grand Traverse*. In the spring of 1884 Mr. Burns, having applied for and received an engineer's license, was appointed second on the *Morley*. His next berth was in the *Kate Buttironi* as second engineer, an office which he retained six seasons, transferring from her to the steamer *Samoa* as second. In 1892 he was engaged on the *Sauber* until September, when he was given his first boat as chief, the steamer *Waldo Avery*, running her during the season of 1893 also. In the spring of 1894 Mr. Burns was appointed chief of the steamer *Neosho*, which went ashore on Spectacle reef, Lake Huron, that fall. As the storm was fierce and the steamer in bad shape it was deemed advisable to go ashore, and a tug took off the crew. After forty-eight hours the waves subsided, and all hands returned to the vessel, got her off and worked her into port. The next year Mr. Burns again shipped as second in the steamer *Kate Buttironi*. In the spring of 1896 he joined the steamer *John B. Ketcham*, closing the season as chief of the steamer *Joseph L. Colby*, operated by the American Steel Barge Company. In the spring of 1897 he entered the employ of the Minnesota Steamship Company as chief engineer of the steel steamer *Manola*, in 1898 transferring, in the same capacity, to the *Mariska*, which he laid up at the close of the season.

Socially Mr. Burns is a member of the Marine Engineers Beneficial Association, John Ericsson Lodge No. 53, of Marine City, Mich., of the Knights of the Maccabees and

the Independent Order of Foresters. On February 9, 1887, Mr. Burns was united in marriage to Miss Mary Shields, daughter of John and Annie (Linch) Shields, of Durand, Mich., and the following named children have been born to this union: Florence Lillian, William James and George Francis. They make their home in Marine City, Michigan.

CAPTAIN B. COLE, of Detroit, Mich., was born in Lewiston, N. Y., in the year 1840, and in 1844 was brought by his parents to Detroit, where he has resided ever since. He attended the Detroit public schools for a few years, and went on the lakes when very young, starting as cook on the scow Bertrand. After one season as cook Captain Cole served before the mast on several vessels, among them the brig Virginia and the schooner Die Vernon, and he soon worked his way up to the position of mate, in which capacity he was engaged for two or three seasons. In 1861 he secured his first command, the schooner Howes, owned by John P. Clark, which he sailed for one season, and the next season he took charge of the schooner Poland, sailing her for eight years. Later he sailed the schooner Dolphin two years, and then took command of the Iris, of which he was half-owner, continuing as master of this boat for eight seasons, after which he sailed the schooner India, the Melbourne (owned by D. C. Whitney) and the steambarge Nicolle, one season each; he has also commanded many other well-known vessels. Captain Cole spent three seasons tugging on the Effie L. McKennon, and then sailed the schooner Wayne for D. C. Whitney four seasons. During the season of 1896 he was in command of the passenger steamer Daisy. He has had several adventures on the lakes, having gone ashore twice while sailing before the mast on the brig Virginia, which went ashore near Long Point, Lake Erie, and while before the mast on the Annie Salina, which went ashore while on Lake Michigan. In 1857, while the Captain was sailing on the schooner Die Vernon, about six of those on board were badly frozen, some losing their hands, others their feet, and the

ship was given up for lost. They were towed into Chicago by the tug McQuinn, then commanded by Captain Prindiville.

Captain Cole is married, but has no children. He is a member of the Detroit branch of the Ship Masters Association.

ROBERT GRAY is a native of Scotland, having been born at Lochee, near Dundee, October 24, 1865, the son of Robert Gray, who was also born in Scotland, and has always lived in that country. His mother, Mrs. Margaret (Wright) Gray, died October 27, 1867. Mr. Gray came to America in 1886 and located first in Philadelphia, where he was employed for about three months on a stationary engine. Coming thence to Cleveland, he worked in the Globe Iron Works as machinist for a short time, proceeding next to Chicago, where he followed the same occupation one year. Returning to Cleveland he was again engaged in the Globe Iron Works, this time for a period of three and a half years, at the close of which he began his marine life. On August 1, 1891, he shipped in the Roman as oiler, and in that position remained throughout the season. He spent the winter in Europe, and upon returning to America in the spring resumed his work on the lakes by going as oiler on the Marina, in which boat he remained two seasons; in 1894 acted as second engineer on the Spokane, in 1895 transferring to the Mariposa, with which he is still connected.

Mr. Gray was married, January 19, 1894, to Miss Catherine McKichen, a young woman of Scottish birth, and they have one child, Duncan McKichen Gray.

JOHN F. WALSH was born in Ogdensburg, N. Y., on February 2, 1855. He attended the public schools of his native place until thirteen years of age, when he found employment as fireman of a locomotive on the Vermont Central railroad, remaining in that employ five years. He now took charge of a locomotive on the Cincinnati, Sandusky & Cleveland railroad, holding that position two years, when he began steamboating in the employ of the old Northern Transportation line, out of Ogdensburg.

In 1877 he shipped as wheelsman on the City of New York, and was next appointed second mate, serving as such two years, and transferring to the steamer Oswegatchie in the same capacity. His service as oiler in the steamer Gordon Campbell lasted during the season of 1880, and the following season he was appointed second engineer of the steamer Ontonagon, filling that berth off and on for four years. In 1884 Mr. Walsh took out chief's papers. He engineered the H. C. Schnoor two years, the propeller Newbury two years, fitted out the V. Swain, and brought out the steamer Caledonia, closing the season of 1889 on her. The following season he shipped as chief with Capt. Harry Mills in the steamer Bulgaria, remaining on her one year, and going with the Captain to the steamer Harper the following season, which he closed in the new steel steamer Gilcher. The next season he shipped as chief on the steamer R. E. Schuck, remaining on her and on the steamer G. F. Williams one year each. In 1895 he was appointed chief of the Nahant, continued as such one season, and then transferred to the steamer Britannic, which was lost by collision in the Detroit river. In 1896 he fitted out the Griffin, but finished the season in the steamer Sitka, laying her up at the close of navigation.

Mr. Walsh was united in marriage to Miss Annie L. Smith, of Ogdensburg, N. Y., on December 26, 1881. Five children have been born to them: Annie Lula, Mary Ellen, George P., Edward J. and Sarah E. Walsh.

CAPTAIN LYMAN B. WOODRUFF, a pleasant and courteous gentleman, who has lived a life of integrity and honor, may still look forward, to all appearances, to a score or more of years in the locker. He was born February 12, 1840, in Sheffield, Lorain Co., Ohio, and has filled every berth on the lakes from cook to master and owner. He is the son of Capt. Horace and Nancy (Lewis) Woodruff, natives of Stateline, Mass., who moved west soon after their marriage, locating at Sheffield, three miles from the shore of Lake Erie. Here Lyman Woodruff was reared and educated,

and he still lives on the old homestead. The father was a vessel owner and master; his last boat being the scow Berkshire, which he sailed several years. She was wrecked near the Sand Hills above Long Point, out on the north shore of Lake Erie. Capt. Horace Woodruff died in 1845, his wife passing away some years later. The sons of the family who followed the lakes were Edwin, whose last command was the schooner Redwing (he went to Los Angeles, Cal., where he died); Frederick, who was master of the schooner P. S. Marsh for several years (he died in Elyria, Ohio); and Harvey, whose last commands were the schooner F. L. Danforth and tug Relief.

In 1850, when he was very young, Lyman B. Woodruff became a sailor, shipping as cook on the schooner Black Swan, with Capt. Henry Moore. The next season he went on the schooner Prince of Peace, with Captain Sheldon, and in 1852 in the scow Cousin Mary, with Capt. Henry Root. The following year nothing would serve his ambition but a 22,000-bushel vessel, and he shipped in the big schooner Marquette, trading between Chicago and Oswego. In the spring of 1854 he decided to become a sailor in earnest, and engaged before the mast in the William H. Craig, owned by the Bradley Brothers, receiving \$18 per month. His next vessel was the schooner Game Cock, which was quite a smart craft, as some of the old-timers will know. In 1856 he was appointed mate in the schooner Sunbury, in the lumber trade between Saginaw and Bufalo, holding that office two seasons, and following with a season in the schooner Soo, as mate, with his brother, Edwin. He then spent some time in the fishing business out of Mackinaw. After this digression the Captain became master of the schooner W. S. Lyons, and after leaving her spent two seasons in the Ann Maria, of Conneaut, also as master, subsequently sailing the schooners Selkirk and Mocking Bird a season each. He now entered the employ of Capt. Alva Bradley as master of the schooner Exchange, and finding a warm personal friend in the Captain, continued in his vessels for thirteen years, sailing the schooner S. H. Kimball four seasons and the D. P. Rhodes

eight seasons. While master of the last-named vessel he was severely injured, by the line tearing a chock from the rail and striking him; he was taken home on a lounge, put to bed and did not recover for eight months, during which period of enforced idleness Captain Bradley continued his salary as master. Later he joined the Phineas H. Marsh as mate.

Captain Woodruff finally purchased the schooner E. R. Williams, which he sailed successfully for five seasons, and selling her purchased a third-interest in the steamer Otego and consorts Monticello and Montmorenci, sailing the steamer one season, after which he sold his share. The Captain then turned his attention to steam, receiving the appointment of mate in the steamer Oscar Townsend, and as the years passed he held the office of mate in the steamers Specular, Britannic, C. W. Elphicke, Specular, Marquette, T. S. Christie, James Pickands, Sarah E. Sheldon, Britanic, a second time with Captain Mansfield, serving on these boats until 1896, when he was appointed second mate of the large new steel steamer Zenith City. In the spring of 1897 he joined the steamer Corona as mate. In 1898 he came out as mate of the steamer Vega, but closed the season on the Corona as mate with Capt. Samuel Murphy.

Socially, the Captain is a member of the Ship Masters Association, and holds Pennant No. 622.

Captain Woodruff was united in marriage on March 22, 1861, to Miss Diana A. Miller, daughter of Alexis and Caroline Miller, of Avon, Ohio. Of the children born to this union Addie is now the wife of George Blake, of Brownhelm, Ohio; Frederick L. was drowned while master of the schooner Monticello, in 1892; Alice is the wife of Burke Farragher, of Lorain, Ohio; Alva is employed in the machine shop of the Cleveland Shipbuilding Company at Lorain, Ohio; Walter is second engineer in the steamer P. J. Ralph; Nellie is a graduate of the Sheffield and Lorain schools; George has remained on the farm; Elmer is porter on the large new steamer Presque Isle. They reside on the old homestead

farm at Sheffield, Ohio, but the Captain owns another farm of 137 acres, near Oberlin, to which he expects to retire when the frosts of the winter of life come upon him.

ALEXANDER MORISON, marine engineer of Detroit, Mich., left his native place, the parish of Abercorn, in Scotland, in 1856, and came to the United States, settling in Detroit. There he learned the machinist's trade, and shortly after serving out his time went to New York, working in machine shops there until 1866, when he returned to Detroit and entered the employ of J. L. Hurd & Co., as a marine engineer. He was with that firm four years, acting as chief on the steamers Phil Sheridan and Annie Young, after which he accepted an engineer's position with the Pidgeon line, with which he was connected two years, being employed on the City of Fremont. On leaving her he went into Hodge's shop, where he was engaged a couple of years more, and in 1873 he accepted the position of engineer on the St. Paul for Eber Ward, remaining in her engine room two seasons. During the year 1875 he went back to Hodge's shop; in 1876 he was in the tugs John Owen and Livingston; in 1877 he was in the engine room of the Alcona, and transferred thence to the tug Champion, on which he held chief engineer's berth continuously to the close of 1882. The next season he ran the engines of the Hackett, and then for two seasons was in the Minneapolis for Captain Peck, later putting in one season on the J. H. Prentiss. During the seasons of 1887 and 1888 he had charge of the engine room of the Lansing, and in 1889 he accepted the position of chief engineer of the Livingston, which he has retained up to the present time.

Mr. Morison is a member of the M. E. B. A., F. & A. M., and A. O. U. W. He was married in New York in 1862, and has a family of five children—Ellen, James, Jane, Anna and Mary.

CAPTAIN F. B. HUYCK, of the elegant steel steamer Chemung, owned by the Union Steamboat Company, is a native of New York State, born in 1859 at Sheridan. He

is a son of Ansel B. and Emily Huyck, both now deceased, the former of whom was a farmer at Sheridan. There are but three children of the family now living: Frank B.; Richard, who is chief engineer of a pipe line at Oil City; and Mary, the wife of W. J. Cook, who is employed in the oil country, but is a resident of Fredonia, New York.

Captain Huyck obtained his education at his native place, and in the year 1879 began his sailing career as deckhand on the steamer Jay Gould, on which he was engaged all of that season. His next service was as wheelsman on the James Fisk, Jr., during the season of 1880, and he acted in the same capacity on the steamer Portage for the major part of 1881, which he closed, however, in second mate's berth. In 1882 he was second mate of the New York, and in 1883 of the H. J. Jewett, all the before-mentioned steamers being the property of the Union Steamboat Company. In 1884 he entered the service of the Corrigan fleet in the capacity of wheelsman on the steamer George T. Hope, and later was second mate of the Australasia, mate of the Raleigh and second mate of the Roumania. In 1890 the Captain returned to the employ of the Union Steamboat Company. During that year he was second mate of the Chemung, and he was mate of the same steamer from the spring of 1891 until June, 1895, when he was transferred to master's berth in the steamer New York for the remainder of that season. In 1896 he was master of the H. J. Jewett until September, when he was given the same berth on the Chemung, in which he was retained during the season of 1897.

The Captain was married, at Chicago, in February, 1889, to Miss Helen I. Samse, by whom he has two children, Franklin and Ansel. The family reside at Sheridan, New York.

CAPTAIN ROBERT KERR, who was for years a well known vessel master on the lakes, was born in Belfast, in the North of Ireland, in 1825, and went to sea at the age of thirteen years. His entire time was spent on salt water until 1850, when he came upon the Great Lakes. At Lockport,

N. Y., the Captain married Miss Martha Robinson, and immediately thereafter came to Ohio City (now the west side of Cleveland), where he resided until his death. His first command was the schooner William B. Castle, of which he was master during 1856. In 1857-58-59 he sailed the schooner Grace Murray, and in 1860-61-62 the bark David Morris. In the spring of 1863, in company with the late Capt. S. F. Drake, he built and brought out the topsail schooner C. J. Magill, which he sailed for eighteen years. The Magill is still afloat and is a fine looking vessel yet, and in the thirty-four years of her career she has never been ashore nor had any serious accident. Captain Kerr sold the Magill in the spring of 1881, and shortly afterward bought the bark Sunnyside, which he sailed until she was sunk on Lake Michigan during a very heavy squall in collision with the schooner S. H. Foster, on the night of August 19, 1883. The sinking of the Sunnyside was wholly unavoidable, and was the only loss Captain Kerr ever suffered in his thirty-two years' experience as master. Always partial to square-rigged vessels, he purchased, in the spring of 1884, the bark Constitution, and sailed her until he was accidentally knocked overboard by the jibbing of the mainsail and drowned in Detroit river on the night of October 30, 1887. Thus suddenly terminated the trip which he had fully decided beforehand should be his last on the lakes. Captain Kerr was sixty-two years of age at the time of his death. He left a wife, two sons and two daughters.

CAPTAIN Z. L. WOOD is a pioneer and patriarch of Conneaut, Ohio, whose early life was passed as a lake mariner, from boy to master. Although he has reached the good old age of seventy-eight years none of his faculties have been noticeably impaired, and he bears himself with the deliberation and dignity of a man who has lived an upright life. Captain Wood was born October 25, 1820, son of Silas and Olive (Kennedy) Wood, of Connecticut and Vermont respectively, who were among the earliest settlers of Conneaut township. The Captain's wife, who is a daughter of Will-

iam and Deborah (Thompson) Harper, is a remarkable woman and as cheerful a housewife as in her youthful days. They were united in marriage on January 1, 1845, and celebrated their golden wedding on New Year's day, 1895, the happy event being attended by their children, grandchildren and friends for miles around. Both families, the Woods and Harpers, acquired large tracts of land in and about Conneaut, much of which is still retained by their descendants. Captain Wood and his wife are now enjoying the old homestead of the Harpers, on the east side of the Conneaut river at the harbor. Their children have all established themselves in homes of their own: William Silas, the eldest son, is carrying on a grocery business in Conneaut; Henry Z. is in the drug business in Forest, Ind.; Ida M. is the wife of Thomas Foran, a conductor on the Nickel Plate railroad, residing in Buffalo. There are five grandchildren.

Captain Wood began his career on the lakes away back in 1837, as cook in the scow *Free Trader*, which was wrecked and rebuilt the same year and renamed the *Commercial*. The next spring he shipped in the schooner *William G. Buckner*, with Capt. Jacob Imsen, as cook. In 1839 he advanced to the dignity of sailor before the mast in the *Benjamin Barton*, and changed into the schooners *Joliet*, *H. H. Kenney* and others until the spring of 1842, when he was appointed second mate of the schooner *Benjamin Barton*, later receiving promotion to first mate's berth, and finally taking command of her. In 1848 he joined the schooner *Big Z*, as mate, closing the season on the steamer *Benjamin Franklin*, as wheelsman and second mate, and the next spring he was appointed master of the schooner *Albany*, which he sailed two seasons. In the spring of 1846 Captain Wood brought out the brig *Lucy A. Blossom*, but after one round trip she was sold and he assumed command on the brig *Saginaw*, sailing on her the balance of the season. His next vessel was the schooner *Stambach*. She was caught by a gale off Conneaut and capsized, the mate, cook and one seaman drowning; the other members of the crew

clung to her bottom until rescued. One of the number, who had never been known to perpetrate a joke, remarked that "this would be a good opportunity to caulk her bottom." In the spring of 1848 Captain Wood was appointed master of the schooner *Harriet Ross*, following with a season in the brig *Sultana*, which hailed from Chicago. In 1850 he joined the schooner *Grand Turk*, which nine years later went down to the sea on a voyage from Detroit to Hamburg with a cargo of ship plank. Captain Wood says she also made a voyage to Constantinople. After sailing various vessels the Captain purchased the scow *Times*, which he commanded, and in the spring of 1870 he bought the schooner *John Fretter*, which he sold after sailing her with good results for four seasons, retiring to the ease and comfort of farm life. He is now occupied for the most part in looking after his real estate. It is safe to say that he and his good wife enjoy life as fully as the youngest mariners, with a comfortable competency and the consciousness that their work has been well done.

CAPTAIN CHARLES K. PEDERSON, master and controlling owner of the towbarge *Commodore*, is a native of Norway, born in 1857. He is one of the family of eight children born to Peter and Mary (Knudson) Larson, only three of whom are sailors; Peter is a shipcarpenter on an ocean vessel, and Ole has been boatswain on the ocean ship *Sarah Swigfield* for over five years. The father was a carpenter by occupation; the mother still resides in Norway.

Before making his permanent home in the United States Captain Pederson was on salt water for about eleven years, and during that time was wrecked once, about fifty miles from the Bermudas. He began sailing when but twelve years old, shipping out of Christiansand on the Norwegian ship *Hooray*, on which he remained about two and a half seasons, visiting the ports of Rio de Janeiro, San Francisco, Trieste (Austria), Pernambuco and Philadelphia. The succeeding three years he was on a voyage around the various foreign ports aboard the Norwegian ship *Henri Nicoli Knudson*, and

for the remainder of the time until he came to the lakes he was on American ships out of New York harbor. His first experience on fresh water was in mate's berth on the brig *Mariner*, on which he continued thus for two seasons, following with three seasons as her master. He was next master of the towbarge *Henry W. Hoag* two seasons, and then of the *Chester B. Jones* five successive seasons. From the beginning of 1892 he has been master of the towbarge *Commodore*, she and the *Chester B. Jones* being consorts of the steambarge *P. H. Birckhead*. Captain Pederson has never lost a vessel, but while master of the brig *Mariner* he had a thrilling experience endeavoring to reach Buffalo harbor in a gale that blew from seventy-six to eighty miles an hour, after being dropped by the steamer *Benton*, which was towing the *Marine*, and the *Henry W. Hoag*. This occurrence was on October 9, 1885. The *Mariner* was the sailing vessel in the tow, and on the trip down parted her line ten miles off *Rondeau Point*. With the exception of her foresail and staysail her canvas was soon blown away and her yawl smashed in pieces. The mate had left at *Tawas*, and Captain Pederson had with him but four sailors; but in spite of all these disadvantages he made his way under the Buffalo breakwater thirty-six hours ahead of the *Benton*, the *Hoag* having been lost in the meantime. The gale was so terrific that the breakwater was partly washed away, and the schooner *Hutchinson* went to pieces in the sea about five miles from Buffalo harbor.

Captain Pederson was married in 1885, at East Saginaw, Mich., to Miss Louisa Bierman, by whom he has one child, named Annie. They reside at No. 241 Morgan street, Tonawanda, New York.

D. C. BENNETT is one of the old-timers on the lakes, his career dating from 1844. He was born in Genesee county, N. Y., February 22, 1828, and his father was an old-time stage driver, in the days when railroads were scarce. In 1844, Mr. Bennett began steamboating as fireman on the old *An.hony Wayne*, running from Buffalo to Chicago, and continued on her during

that and the next season. The two succeeding seasons he fired on the *St. Louis* for Captain Floyd, and the next season he fired on the *Dewitt Clinton*, in 1849 filling the same berth on the steamer *Superior*, after which he put in a couple of years working in the shops as machinist. In 1853 he served as assistant engineer on the propeller *Forest City*, and the next season shipped on the new propeller *Sun*. In the spring of 1855 he went to Grand Haven to run the engine of the *Mary Belle*, and held that position for two years, the next season returning to Buffalo and firing on the *Orontes* for two months, when he shipped as second engineer on the *Edith*. He remained with her and the *Neptune* until 1861, when he went back to the *Orontes* as assistant engineer, leaving her in the fall to take charge of the engine of the city elevator in Buffalo. This position he held until the elevator burned in March, 1864, when he went out as chief of the tug *Harrison*, serving on her when the government took her to patrol the Niagara river to prevent the crossing of the Fenians into Canada. The next season Mr. Bennett ran the tugs *Danford* and *Bryant*, both belonging to one line, and that winter he went to Titusville, Penn., to superintend the sinking of an oil well and the putting in of pumping machinery, remaining in the oil fields one winter. In 1867 he was second engineer on the *Badger State*, the next two seasons he ran the tugs *Tiger* and *Harrison*, and in 1870 he worked in a machine shop; in the spring of 1871 he shipped as chief engineer of the *Araxes*, and held that position for five years, at the end of which time he went to Sandusky to take the position of chief on the *Orontes*, which berth he held for two years. During the nine years following he sailed out of Sandusky as chief of the tugs *Mystic* and *R. B. Hayes*. In 1887 and part of 1888 he was chief of the *American Eagle*, and left her to become chief of the barge *Norma*, removing to Detroit. He then shipped as chief on Grummond's tugs, and was with that line on different boats, the *Oswego*, *Gladiator*, etc., until 1894, when he went out as chief of the steambarge *Business*. During 1895 he ran the *Huron City*, but in

1896 he did not sail much for the reason that he had his shoulder put out of joint on the Ohio early in the season, and was disabled. Later, when his shoulder got better, he ran the little Daisy, for Beller, on the Detroit river.

Mr. Bennett was married in 1855, at Buffalo, to Miss Harriet Walker, and they have had twelve children, only five of whom are now living: Alva L., J. C., Daniel C., Jr., Edwin and Lillian.

CAPTAIN JOHN M. BEVERLY, or, as he is familiarly known, "Local Attraction Jack," was born in 1843, at Frederick, New Brunswick, a son of Francis and Margaret (Lombard) Beverly. His father was born in Aberdeen, Scotland, in 1800, a grandson of Admiral Peter Beverly, of the English navy, and a great-grandson of Post Captain Beverly, to whom the British Government granted a tract of land near Boston, known as the Beverly reservation, before the Revolutionary war. Francis Beverly was the Queen's printer and bookbinder for the British provinces; he died at the age of ninety years, and his wife, who was born in Portland, Maine, in 1811, died in 1892, at the age of eighty-one years.

Captain Beverly attended the penny schools of New Brunswick, and finished his education at the Baptist Seminary. He then commenced, at the age of sixteen years, his sailing career, in 1860 shipping on the schooner Gilbert Bentt, plying between the Bay of Fundy and New York City in the plaster trade. In 1861 he sailed in the schooner Abbie Wells, out of Portland, Maine, to the West Indies, remaining on her one year before the mast. In 1862 he was appointed master of the schooner Mary D. Wilson, holding that berth for two years.

On leaving the Wilson, the Captain quit sailing, and went as coast pilot between Boston and all eastern ports on the Atlantic, continuing in that business until 1878, when he opened a store and office as compass adjuster at the Union wharf, Boston. The following year he sold out his business there to Henry Mayo and went to Cleveland, in which city he had an office in the shipchandlery store of J. W. Grover & Son, and

there remained fifteen years and gained much renown. In 1893 he opened a shop at Brooklyn, Ohio, returning to Cleveland, however, in the spring of 1897, and establishing a new shop and office at No. 150 River street. He manufactures all kinds of nautical instruments, and is always ready to go on board vessels and adjust compasses. Captain Beverly is the oldest compass adjuster in the United States, and when he commenced business in that line was the only one. He has been eminently successful in his chosen field, and has done the major part of the work on the new vessels launched on the lakes since his advent in 1879, the result of his science proving satisfactory to both owners and masters. He has worked for the Anchor Steamship Company of Buffalo for the last fifteen years; for the Western and Union Steamboat Companies; has adjusted all the compasses of the Bradley fleet for the last twelve years, as well as those of Capt. John Mitchell, since he has been in the vessel business, and has been engaged by other lines as occasion required.

Captain Beverly has a master's license of the first class, which covers the Great Lakes and the Atlantic and Pacific oceans, and is therefore a navigator in the fullest sense of the term, a qualification not possessed by any other compass adjuster in the United States. It is therefore to be presumed that he is well prepared to do satisfactory work. He is a member of the Ship Masters Association and holds Pennant No. 889.

Captain Beverly was wedded to Miss Mary J. Harvey, of Portland, Maine, in 1866, and two daughters, Daisy and Pansy, have been born to this union. The family residence is on a farm near Painesville, Ohio, to which the Captain retires during the winter months.

CAPTAIN CHARLES F. KELLER, well-known to the old navigators of the Great Lakes, was bred a salt-water sailor. He was born in Berlin, Germany, the son of Charles F. and Caroline (Kraus) Keller, the former of whom was originally a farmer, but for thirteen years during the latter part

of his life engaged in the cattle business in Germany. On the maternal side they were all sailors, at one time, three of the mother's brothers owning passenger ships which plied between Hamburg, New York and South American ports.

The Captain is the only representative of the family in America. He attended school in his native city and at the port of Dantzic, became apprenticed for seven years on the full-rigged ship Prince Alfred, for service between Hamburg and South American ports. Subsequently he was second mate of the ship King William, four years; mate of the bark Blanch, two and a half years; mate of the ship Jane of Jersey, four and a half years, and mate of the ship Caroline Sandersburg, two years. In 1841 he emigrated to America, locating at Kingston, Ontario, where he attended school three winters. In the spring of 1842 he began sailing the lakes, his first vessel being the schooner Maria Johnson, on which he was mate one season and master three seasons in succession. In 1846 he became master of the schooner Nettie Weaver, and so continued for seventeen consecutive seasons, at the end of which period he took command of the barkentine William Home, retaining that berth for ten seasons. The next four seasons he passed in his native city, Berlin, and returning to the lakes in 1877 took command of the schooner M. I. Wilcox, of which he was both master and owner four years. In 1881 Captain Keller retired permanently from the lakes, and has since been engaged in business on shore.

The Captain was married at Kingston, Ontario, in 1862, to Miss Nora Collins, by whom he has three children: Nora, wife of William Shriver, a lumber inspector; Annie, wife of James McGraw, who is engaged in the cattle business, and Charles F., second mate of the freight steamer Neosho. Captain Keller resides at North Tonawanda, New York.

CAPTAIN THOMAS WILKINS was born in Wales, and went to sea as a boy. At the age of fourteen he, with one other lad, deserted their ship, then lying at Quebec. They were captured and given the choice of

going back on board their ship or joining the English navy, which country was then at war with the United States. Their brutal treatment by the mate of their former ship made them take up arms for the cause of England.

Peace was soon after declared, and he remained in this country, locating near Niagara Falls, and later making his home at Erie, Penn. He sailed the lakes in the early days, and commanded some of the best sail vessels of that time. The night his oldest son (Captain Ben) was born, he lay under Frying Pan island (Detair) weathering out a southeast gale. That will give a rough idea of the size of the lake craft at those early days, about seventy-five years ago, for Frying Pan island is no larger than an ordinary city lot.

He entered General Reed's employ at an early day, and sailed several of his steamers. He was in command of the steamer Troy, of Reed's line, when she blew up at Black Rock.

When he left the lakes he bought a farm on the south side of Erie, afterward taken into the city. He was appointed collector of the port, and served in that capacity several years, or until his death in 1870.

He had two children by his first wife: Capt. Ben and Mrs. Jane Burton; and two children by his second wife: George and Mrs. Anna Sterrett. He left his second wife and all his children to mourn his loss, but all have since passed away.

JOHN D. RILEY, a young marine engineer who has gained his experience in some of the best steamers on the lakes, has been in the employ of Capt. John Mitchell for many years. He is a genial and companionable officer, and is noted for the cleanliness of his engine room and the good condition of the machinery under his charge, always being ready to start when the bells ring. He is the son of Henry Riley, of Goderich, Ont., who removed to the United States when he was twenty years of age and located at Forestville, Mich. It was there that John D. Riley was born and educated, attending the public schools until his seventeenth year. In the spring of 1887

Mr. Riley shipped as fireman in the steamer City of Mt. Clemens, and he passed the next season on the tugs George Hand, Mollie Spencer and Mystic, in the same capacity. In 1889 he joined the steamer Thomas S. Christie, also as fireman, following with a season in the steamer John Mitchell. In the spring of 1891 he became oiler on the steamer R. L. Freyer, holding that berth two seasons, and in 1893, having applied for and received engineer's license, he was appointed second engineer on the steamer J. J. Hill. The next spring he transferred to the steamer Robert L. Freyer, in 1895 to the W. F. Sauber, and in 1896 to the large steel steamer John J. McWilliams, as second engineer. In the spring of 1897 Mr. Riley was appointed chief engineer of the steamer John Mitchell, which position he has held two seasons.

Mr. Riley was united in marriage on December 30, 1896, to Helen M., daughter of Daniel Smody, of Forestville, and one son, Charles W., has been born to this union. They live in Forestville, Mich. Socially Mr. Riley is a Master Mason of Cato Lodge No. 215, a member of the Forresters, the Maccabees and the Marine Engineers Beneficial Association.

J. L. GABRIAN was born at Worcester, Mass., in 1863, a son of Theodore and Philopene (Bisnea) Gabrian, both of whom are still living at Worcester. The father is a carpenter by trade. Mr. Gabrian finished his school education in his native place at the age of thirteen, and then moved to Detroit, Mich., from which city he began sailing as deckhand on the old City of Detroit, now the City of the Straits, belonging to the Detroit & Cleveland line. His next berth was in the passenger steamer Saginaw Valley, running between Cleveland and Saginaw, and later he was wheelsman in several steamers, among them being the D. C. Whitney, C. Tower, Passaic and Mineral Rock. He was also wheelsman of the lake tugs Peter Smith, Chief Justice Fields and Torrent. During the season of 1895 he filled second mate's berth on the steamer H. E. Packer, of the Lehigh Valley line, and during that of 1896 on the steamers

Tuscarora and Saranac, of the same line. While in the lake service he has been employed by the Union Steamboat Company, Anchor line, Western Transit Company and Lehigh Valley line. Mr. Gabrian is an interested member of Local Harbor No. 41, of the American Association of Masters and Pilots.

CAPTAIN JOHN CONDON, well and favorably known to the early navigators of the Great Lakes, is a native of Cork, Ireland, where he was born in 1820, the son of John and Ellen (Culoman) Condon. The father was a moulder by trade, but dealt in land after he became a resident of Michigan in 1829. There were seven children in the family besides John; Edward and James were both sailors, and of the five daughters Katherine is living at Detroit, Johanna at Cleveland, and Mary at Ann Arbor; Ellen and Margaret are deceased.

John Condon was five years of age when brought to America, and he attended school at West Point, where the family was located for some time. At about the age of fourteen he went to Freedom, Mich., to reside, but later removed to Detroit where he began sailing in 1840 as wheelsman of the side-wheel steamer Erie. She was in the passenger service between Port Huron, Toledo, Maumee and Perrysburg. After a couple of seasons in the Erie he went before the mast with Captain Raymo in the schooner Mississippi, in the Sault Ste. Marie river trade, and remained on her two seasons. His next service was during the memorable season of 1844, when a southwest gale caused such a destructive flood at Buffalo harbor. He was before the mast in the Ramsey Crooks, and on one of her trips down the Detroit river, about the time of the gale, the water was so low at the lime-kiln crossing that she scraped her rudder off and was compelled to return to Detroit for repairs. During his time upon the lakes, and he did not abandon the service until 1890, Captain Condon was in many vessels and steamboats in almost every capacity, and he had a varied experience. He was never the means of losing a life or a vessel, but has on many occasions saved

people from drowning, and prevented many accidents. In the 'forties he was wheelsman of the old side-wheel steamer General Scott, and during that early period was second mate, mate and master of many of the old schooners, among them being the Gov. Porter, Avenger and Eudora.

Previous to the Civil war Captain Condon sailed on salt water for about two years. He was mate of the ship Lanark on a voyage to Rio de Janeiro and New Orleans with a cargo of coffee, and afterward shipped out of Boston on the Gov. Hibbard, to Havana, in the West Indies trade, with a cargo of ice and Yankee notions, returning with tobacco and sugar to New York. On June 1, 1861, he enlisted as able seaman in the naval service of the U. S. Government, and was placed aboard the receiving ship North Carolina, commanded by Captain Mead. He was soon after promoted to be master's mate, which berth he filled five months, until transferred to the frigate Wabash as able seaman, remaining on her seven months, on the expedition to Port Royal. In 1863 he took a draft of men for the naval service to Cairo, Ill., and was there appointed to the gunboat Fawn, filling the berth of master's mate on her until the close of the war, about which time he was appointed acting ensign of the Fawn by Admiral Porter. He received an honorable discharge from the navy October 21, 1865.

The steamers of which Captain Condon has been master or mate are many, and include the propellers Detroit, Princeton, St. Louis, Fintry, Bucephalus, Saginaw, Nile, Merchant, Boscobel, Pacific, Arctic, Atlantic, Potomac, Chicago, Backus and Mendota; he was also master of several steambarges, and for one season of the tug Ward, in the Government employ at Frankfort, Mich. The Captain had several narrow escapes from death, but not as many as might be supposed, considering the length of time he sailed. He was mate of the propeller Fintry when her boiler blew out off Port Stanley, Lake Erie, on which occasion nine lives were lost. He was master of the tug Eclipse on a trip from Buffalo to Chicago, at the completion of which her boiler

blew out at the docks of the latter port, the engineer, fireman and a deckhand being killed. While a passenger on the propeller Coburn, owned by Ward, of Detroit, on a trip down, and about eight hours out of Detour, she foundered in a heavy sea, being overladen. She was loaded with copper and silver ore, and went down a total wreck. Many of the passengers were so frightened that they refused to make any attempt to be saved, but nineteen of the crew and passengers took to the boats and were picked up by the schooners Gaskin and Chandler J. Wells, and safely landed at Detroit. During the closing years of his sailing Captain Condon was upon the steamers John B. Lyon, Oceanica and James Fisk, Jr. He retired permanently from the lake service in 1890.

Captain Condon was married at Buffalo to Abigail W. Langley, in a church that stood where the old post office building now is. They had four children, of whom Katherine, the only one now living, is the wife of Charles Girard, a resident of Buffalo. The home of the Condons is at No. 19 Lowell place, Buffalo.

J. C. BENNETT is a marine engineer of great promise, for he pays close attention to his business, and has always managed to employ his winters at work in the machine shops until recently, when he became a solicitor for the New York Life Insurance Company as employment for his spare hours. He was born in Buffalo October 28, 1860, his parents being D. C. and Harriet (Walker) Bennett, the former a marine engineer. He has three brothers, Alva L. (who is an engineer), Daniel C., Jr., and Edwin, and one sister, Lillian M. Mr. Bennett's lake career was begun in 1874, as fireman on the tug Mystic, in which position he gave good satisfaction, and continued through 1875 and 1876. In 1877 he was given charge of the engine of the steam-yacht Ina, plying between Middle Bass and Put-in-Bay; in 1878 he ran the barge Norma, running from Sandusky to Put-in-Bay island and vicinity, and in 1879 he was second engineer of the barge Colona. In 1880 he took charge of the engine of the side-

wheeler R. B. Hayes, and ran her so well that he was retained for 1881. That winter he took charge of a stationary engine ashore, and liked the work so well that he kept it through 1882 and 1883. The next season he ran the engine for the little Red Jacket, a local steamer running out of Sandusky, and for the season of 1885 he had charge of the engine of the tug Mystic. In the winter following he assumed management of the heating plant of a Sandusky hotel, and in the spring of 1887 he came to Detroit and took the position of second engineer of the tug Gladiator. He began the season of 1888 as second on the Don M. Dickinson, after a short time being promoted to chief of that boat, and the next season he served as chief of the William A. Moore; during 1890 he ran the engine of the Winslow, all of these boats being in Grummond's line. The seasons of 1891 and 1892 Mr. Bennett put in as chief of the Maggie Duncan, and that of 1893 as chief of the steamer Ionia, since when he has served as chief of the steamer Chauncey Hurlburt to the satisfaction of both owners and masters.

Mr. Bennett was married in 1886, at Sandusky, Ohio, to Miss Celia Bernhardt, and they have one son, named Gordon C. Fraternally Mr. Bennett is a member of the Marine Engineers Beneficial Association and the Red Cross.

CAPTAIN HENRY CARTER is known to be one of the best sailors out of the port of Cleveland, and no wind, squall or gale can come from any quarter but it will find the sails of his vessel properly trimmed to receive it. He was born in Buffalo, N. Y., in 1841, a son of Henry and Caroline (Reynolds) Carter, and in 1846 removed with his parents to Painesville, Ohio, where he attended school until he reached the age of twelve years. After the death of his mother he went to live with his uncle in Lockport, N. Y., where he again went to school. Becoming tired of thus entertaining his mind, he ran away to Buffalo, where he shipped on the topsail scow Noble Grand, with Capt. Joel Bartholomew, and went out on the lakes. At the close of the season the

good captain took him home with him to a farm nine miles from Painesville, and made him feel as a member of his own family, and he remained with him three years in the same relations, the captain sending him to school each winter until young Carter had received quite a liberal education. During this time he sailed on the new scow Granville and the schooner Nonpareil. In 1858 he shipped on the brig Lucy A. Blossom, and following this service engaged before the mast on the barque Great West, the schooners Tartar, Wild Rover, Eveline Bates and numerous others.

In the spring of 1861 Captain Carter shipped on the schooner Middlesex as second mate, and on his return to Painesville in the fall enlisted in Hoffman's Battalion of Infantry, composed of four companies, and which was sent down to the Army of the Potomac, and did as much marching as a full regiment. In 1863 this battalion was consolidated with the One Hundred and Twenty-eighth O. V. I. Captain Carter participated in all of the engagements in which his command joined, and served until the expiration of his term of enlistment, receiving his discharge on January 17, 1865. On his return to the lakes he fitted out the Marion Dixon, and went as mate of her. In the spring of 1866 he shipped as mate of the schooner Mary Collins, and he has since served as follows: 1867, mate of the schooner Edwin Harmon, remaining five years; 1872, second mate of the schooner H. J. Webb, with Captain Frinter; 1873, mate of the Sophia Minch; 1874, mate of the schooner Helena; 1875, master of the schooner Charles Hinckley, remaining three years; 1878, master of the schooner H. P. Baldwin; 1879-80, master of the schooner Montana; 1881, master of the schooner Colonel Cook; 1882, master of the schooner Selkirk, which was frozen in at Marquette and had to remain there all winter; 1883, mate of the steamer Egyptian; 1884, mate of the steamer Fayette Brown; 1885, mate of the big iron steamer Onoko, finishing the season on the new steamer Republic; 1886-87, mate of the steamer A. Everett; 1888, mate of the steamer John N. Glidden; 1889, mate of

the steamer *Siberia*; 1890, mate of the *R. R. Rhodes*; 1891, mate of the *A. Everett*; 1892, mate of the *R. R. Rhodes*; 1893, mate of the *John N. Glidden*; 1894, mate of the *A. Everett*; 1895, mate of the *Idaho*. In 1896 he engaged as mate of the *Tampa*, and went home sick after making two trips on her; on his recovery he went as second mate of the steel steamer *Roman*, but was compelled to again leave his boat on account of sickness, and after one month at the Marine Hospital he was sent to the Soldiers' Home at Sandusky, where he was cured.

Captain Carter has been life-saver in a his long career on the lakes. While on the *Granville* he rescued the crew of five men and the captain's wife of the schooner *Sunshine* when she capsized; the captain and his three children were drowned. Captain Carter is a member of Memorial Post, G. A. R., and a charter member of the American Association of Masters & Pilots.

On March 11, 1866, the Captain wedded Miss Sarah Babcock, of Fairport, Ohio, and one daughter, Elina, has been born to this union. Mrs. Carter is a sister of Frank Babcock, who is keeper of the life-saving station at Fairport, Ohio, and Joseph Babcock, who has charge of the lighthouse at that point.

CAPTAIN E. RATHBUN was born January 5, 1844, at Port Ontario, Oswego Co., N. Y., and is perhaps the oldest active ship-master sailing out of Algonac, Mich. Captain Rathbun is the son of Orrin and Philinda (Marsden) Rathbun, and is of English descent. The family espoused the cause of the Colonies during the dark days of the Revolution. His grandfather was born in New York and his grandmother in Vermont, and his great-grandparents were numbered among the pilgrims of early days. Mr. and Mrs. Orrin Rathbun came from New York State to St. Clair county, Mich., and settled on Ruby's island in the year 1849, thence removing to Algonac, where the father died January 27, 1881; the mother passed away October 27, 1892. Their children were Capt. Andrew J., who was mate of the tug *B. B. Jones* with Captain Burn-

ham when she exploded her boilers on the St. Clair river and killed eight out of the twelve people aboard, Captain Rathbun being one of the unfortunates; Egbert M. Van B., the next son, was also a lake captain, sailing the *Burlington* and many other vessels, and died in Algonac; our subject was the third son; James K. P., a marine engineer, died August 8, 1873, his last boat being the *Satellite*; the fifth son, Charles Marsden, is also a lake pilot and mate, and sailed with his brother Eugene for many years.

Captain Rathbun acquired his education in the public schools in Algonac, and in 1860 began his career as a sailor in the side-wheel steamer *Canada*, towing on the St. Clair river. The next two seasons he shipped as wheelsman on the tugs *Hamilton Horton* and *John Martin*, respectively, following with a season as mate under his brother Andrew. In the spring of 1864 he joined the tug *E. M. Peck* as wheelsman with Capt. R. H. Hackett, the next season receiving promotion to second mate's berth. In 1866 the Captain sailed as mate of the tug *W. B. Castle* with Captain Ames; 1867-68 as mate of the *Matamora*; the next three years as master of the tug *Zouave*; 1872-73 as master of the steamer *Burlington*; and in the spring of 1874 was appointed master of the steamer *Superior*, sailing her five seasons. The steamer *Annie Smith* was his next command, and he transferred from her into the steamer *J. S. Fay* as mate with Capt. Merrin Thompson. In 1881 he brought out the steamer *Jessie H. Farwell* new, and sailed her two seasons, the following season commanding the steamer *Salina*. In the spring of 1884 he shipped as mate of the steamer *Sarah E. Sheldon* with Capt. Greenlee; 1885 as mate and sailing master of the *Simon Langell*; 1886 as master of the steamer *Australasia*, and the next season sailed as mate of the steamers *Australasia* and *J. H. Outhwaite* until the *Aurora* was completed and placed in commission, when he went as mate in her with Capt. William Mack. In the spring of 1888 Captain Rathbun was appointed master of the steamer *John F. Eddy*, which he sailed two seasons, the following season acting as mas-

ter in the steamer John Plankinton. During the summer of 1891 he stopped ashore and built two houses for himself in Algonac, one of which he has made the family home-stand, but during the fall he sailed as mate in the steamer Henry Johnson. In the spring he joined the steamer Samuel Johnson as mate, and in 1893 went as sailing master of the steamer Wocoken, later becoming master of the steamer Garden City, and for two seasons of the Santa Maria. In the spring of 1897 he was appointed to the command of the steamer W. R. Stafford, which he laid up at the close of navigation in Cleveland, thus rounding out thirty-eight years on the lakes, twenty-nine of which he has been mate or master.

In 1862 Captain Rathbun wedded Miss Harriet A. Smith, of Algonac, who died in 1882; one son, Harvey Design, was born to this union. On January 1, 1883, the Captain married Miss Harriet Anna, daughter of David and Harriet (Billow) Cadotte, of Algonac.

ADAM G. BOHLAND, marine engineer, has been engaged in his vocation for comparatively few years, but he has come rapidly to the front. He was born January 3, 1863, at Cleveland, Ohio, attended the parochial schools in his native city until he was fourteen years of age, and subsequently served an apprenticeship to the model and die business in the shops of H. O. Hartz, where he remained some years, perfecting himself in his trade. He then went to work as a machinist in the employ of the Excelsior Machine Works, continuing with that firm some three years, after which he worked for the Globe Iron Works Company one year. In the spring of 1889 he turned his attention to marine engineering, shipping as oiler on the steamer Specular, owned by the Republic Iron Company, and the following season he received a license and went as first assistant on the steamer Germanic. He remained ashore in 1891, engaging as an employee in the Excelsior Machine shops, until the spring of 1893, when he shipped as first assistant engineer on the iron steamer Onoko, holding that berth until September, 1895, when he was ap-

pointed chief of the same steamer. He was retained in that position during the season of 1896, laying her up at the close of navigation in Buffalo harbor. This record shows that Mr. Bohland attained to the position of chief engineer on a good steamer in less than five years' service in subordinate positions on steamboats, and it is evident that his shop experience was of much value to him. He is a member of the Marine Engineers Beneficial Association.

Mr. Bohland was united in marriage with Miss Catherine M. Haefele in 1887.

CAPTAIN GEORGE L. THOMPSON, whether or not a self-made man, has attained the position of master of steamboats by virtue of his own merits. He was born December 17, 1857, near Ogdensburg, N. Y., moving thence with his parents, James and Ellen (Lattimer) Thompson, to Detroit. He was strenuous in his efforts for knowledge and gained that culture which a college cannot give, receiving his literary training in the public schools of Detroit, Saginaw and Port Huron, which he attended until he reached the age of twenty years. Possessed of the strength of character which comes to earnest young men of that age, he chose his profession with deliberation, and entered the employ of the Northwest Transportation Company with the purpose of becoming the commander of a steamboat. His first experience was as watchman on the passenger steamer Quebec, and during the three years he remained with that company he held the berths of wheelsman and second mate of the steamer Ontario. In order to gain the requisite knowledge of the duties required on sailing vessels he shipped in the schooner Seaman before the mast, and served on her two seasons. In the spring of 1882 Captain Thompson joined the steamer Northerner as wheelsman, and in 1883 the steamer Horace B. Tuttle, closing the season on the Iron Age. The following spring he went on the Milwaukee as wheelsman, and in 1855 on the Fountain City, on which he remained three seasons, being promoted to the office of second mate after six months, and the last year becoming mate. His next steamer was the Colorado, on which he was

appointed second mate and promoted to the office of mate, and in 1891 he was placed in command of her. The following spring he was appointed master of the *Osceola*, and in 1893 returned to the command of the *Colorado*, closing the season, however, as master of the *Roanoke*. After laying the *Roanoke* up, the Captain entered the employ of the Toledo, Ann Arbor & Northern Michigan Railway Company as master of the Ann Arbor No. 1, sailing her and the Ann Arbor No. 2 alternately. In 1894 he sailed the schooner *George W. Johnson*, and the next year the steamer *Rhoda Emily*, following with a season as master of the *George L. Colwell*. It was in 1897 that the Captain was appointed master of the large ferry steamer *Shenango No. 2*, chartered by the Detroit, Grand Rapids & Western Railway Co., and plying in their interest between Muskegon and Milwaukee. As a steamboat man the Captain has been eminently successful, and there is no legend of lost vessels or seamen connected with his career on the lakes.

In August, 1881, Captain Thompson wedded Miss Edith R., daughter of Daniel Flood, of Algonac, Mich., a retired lake captain whose last vessel was the schooner *Seaman*. The children born to this union are William G., Lulu Lattimer and Hazel. The family homestead is in Allen street, Milwaukee, Wisconsin.

C. E. WALSH, of Cleveland, Ohio, was born October 23, 1861, at Douglastown, County of Gaspé, Quebec, son of Capt. James and Eliza H. Walsh, the former an old navigator. He attended the district schools in his native place until he reached the age of fourteen, when he commenced sailing with his father, who built, owned and commanded the *Undaunted*, 150 tons, out of Gaspé, trading between that port and Quebec, and the Island of Anticosti, with fish and oil. He then went on an expedition to Labrador, trading in oil, etc., with the *Esquimaux*, and during this trip built a boat about twenty-two feet long which he used in cruising along the Labrador coast, making one hundred miles alone, and learning to speak the *Esquimaux* language quite flu-

ently. He describes the habits and customs of that strange people in a very interesting manner, and may, in the near future, write a book setting forth his experiences among them. His little boat was driven ashore on one of the rocky points, but he managed to repair it sufficiently to make his way to *Esquimaux Point*, where he joined his brother and thence they crossed to Gaspé, the home port. This expedition was full of adventure, and Mr. Walsh being of an observing nature, profited much by it.

On October 3, 1885, he went as apprentice in a machine shop in Ottawa, Canada, where he remained two years and a half, and after sailing a tug one season he crossed over into the United States and worked in Duluth for about six months. He then went on the Yellowstone division of the Northern Pacific railroad, and was engaged in operating a derrick for bridge and pile work in 1888. This work being completed he returned to Duluth and commenced sailing, shipping as oiler on the steamers *George T. Hope* and *Mariska*, after which he served two seasons on the *La Salle*. In the spring of 1893 he took out engineer's license and shipped as second on the steamer *Colonial*; in 1894-95 he was second on the *La Salle*; in 1896 he engaged in the same capacity on the *William Chisholm*, laying her up at the close of the season, and in 1897 he held chief engineer's berth on the *Choctaw*.

Mr. Walsh was wedded to Miss Winifred Gaul, of Ottawa, Canada, on December 21, 1894. He is a member of the Marine Engineers Beneficial Association.

CAPTAIN SETH LEE, now a prominent citizen and business man of Muskegon, Mich., has been one of the popular and successful master mariners. He began his career on the lakes over fifty-two years ago. He was successful because he acquired vessel property of his own, and never lost any belonging to other people; he was popular because he was a manly man, a good officer and a wholesome, hearty companion. Still possessing robust and vigorous health, he loves to go down to the steamboat landing and recount old times and adventures with the officers yet in active command of ships,

this being especially true of his meetings with his shipmate, Capt. David M. Cochran. Captain Lee is the son of George and Sarah (Rose) Lee, of Kalamazoo, Mich., and Auburn, N. Y., respectively. The father was a stone mason and contractor, and among other works built the courthouse and jail at Elyria, Ohio. He died in 1844, his wife surviving until 1891. Of their sons, George and Seth became sailors, the former, among other vessels, commanding the *Sea Gull* and *Dawn*.

Seth Lee began his career on the lakes in the spring of 1846 as cook in the schooner *Citizen*, commanded by Capt. Dennis McBride, who treated the boy right, according to the legend. At the close of the season the schooner was laid up at Erie, and the captain gave Seth \$110 for his season's work and \$10 to pay his way home to Elyria. Instead of using the money for that purpose he walked the distance, and gave his mother the entire sum. The next season he shipped in the schooner *Colt* with the same captain, and in the spring of 1848 in the schooner *Industry* with Captain Snell, closing that season in the schooner *Monsoon* with his brother-in-law, Capt. John Peterson, with whom he continued as sailor before the mast the next three seasons, going with him in the schooner *Forest* in the spring of 1852. During the next three years he sailed as mate in the schooners *Wild Rover*, *Tartar*, *Eclipse*, *Scott* and *William Buckley*, in the brig *Julia Dean*, a handsome and speedy ship, and as wheelsman in the steamer *Rochester*, with Capt. James Lundy.

In the spring of 1855 Captain Lee was appointed master of the schooner *Ellen Kent*, finishing the season in the *Velocity*. He followed this service with a season in the schooner *Tartar*, engaged in carrying stone for the construction of the old Sault canal, and in 1857 he joined the schooner *Cuba* as master, sailing her two seasons. His next command was the schooner *Circassian*, which he retained until the spring of 1861, when he brought out the schooner *Kelpie*, transferring to the Cape Horn, however, before the close and sailing her until 1865. That year he brought out the

schooner *Presto*, but after purchasing an interest in the *George C. Drew* he changed to her command. During the winter of 1865-66 he built the schooner *Mystic*, brought her out new and sailed her with good financial success for six consecutive seasons, selling her in the month of May and purchasing the schooner *Kate Lyons*, which he sold that fall. In the spring of 1873 he purchased the schooner *Rouse Simmons*, continuing to sail her until August, 1874, when he retired and accepted the position of superintendent of the *Muskegon Boom Company*, an office which he held five years. During this time, in 1877, the tug *Ira O. Smith* was built to Captain Lee's order. In 1879 the Captain returned to his lake-faring life as owner and master of the schooner *S. Anderson*, and was out in her during the fierce Alpena storm of October 16, 1880, which caused great loss of life and property. In the spring of 1881 he bought the schooner *Andrew Jackson*, selling her that winter. The next year the Captain founded a ferry line on Muskegon Lake with the steamers *Centennial*, *Mary E. Menton* and *Ira L. Hackley*, operating this line ten or twelve years; but as a motor line of cars was put on between the points reached by his steamers he gradually disposed of his boats, in 1895 trading the *Centennial* for a valuable tract of land near Muskegon. In conjunction with the ferry enterprise in 1882 he made contracts with the city of Muskegon for the paving of several streets. In 1888 he opened the *People's Steam Laundry*, which is under the immediate direction of his wife, and she has conducted it with good success for ten years, being endowed with the enterprise and thorough business methods so essential in that trade. On October 1, 1897, Captain Lee was appointed collector of customs at Muskegon.

For his first wife Captain Lee married Miss Fina Mills, daughter of Durlin Mills, of Milan, Ohio, and they had one daughter, Cora, who is now the widow of Tate Starke, who at the time of his death was superintendent of the *Thayer Lumber Company*. On August 19, 1874, the Captain wedded Mrs. Kittie M. (Haight) Burrows, daughter of Charles Haight, of Buffalo, N. Y., shipbuilder

and contractor of the tugs Kittie M. Haight (named in honor of his daughter) and Annie Laurie. The children born to this union are Kittie M., a graduate from the Muskegon high schools, who is now assistant librarian in the Hackley public library at Muskegon, and Charles Henry Hackley, a lad of good mechanical ingenuity, who declares he will be a lake captain like his father. The family homestead is at No. 172 Webster avenue, Muskegon. Socially the Captain is a veteran Master Mason of Erie Lodge No. 239, of Milan, Ohio, in which he was raised when twenty-one years old; taking his dimit, however, to Muskegon Lodge No. 140.

CAPTAIN E. J. LYNN was born in Port Huron, Mich., July 13, 1857, a son of Capt. Dennis and Ellen Lynn. After graduating from the public schools of his native city he went to Detroit and became a student in Bryant & Stratton's College, taking a two-years' course, and on his return to Port Huron he entered the office of the Italian Marble Company, which had its headquarters in Boston. In the spring of 1871 he shipped on the tug J. H. Martin, owned by Captain Spaulding, for three months, finishing that season on the tug L. L. Lyon. In 1872 he shipped with Capt. Cy Sinclair, on the tug John Prindiville, at Port Huron. The following season he went as wheelsman on the tug Gladiator; in 1874 as mate on the tug Kate Williams; in 1875 he fitted out the tug Crusader, and passed the season on her as wheelsman. In 1876 he went with Capt. Robert Ballentine in the tug Gladiator, remaining until July, when he left his boat for the purpose of going to California. Arriving in San Francisco he shipped with Capt. J. H. Monte on the tug Water Witch, operating out of that port, and later transferred to the steamer Constantina, belonging to the Pacific Mail Steamship Company, as donkey-man. In 1877 he shipped as quartermaster on the steamer Empire, plying between San Francisco and San Diego, closing the year on the steamer Salinas, which plied between Monterey and Moss Landing.

In 1878 Captain Lynn purchased a farm of 250 acres near Salinas City, and stocked

it with sheep and cattle; but having inherited a desire for life on the water, he sold the property after two years and returned to San Francisco, again entering the employ of the Pacific Mail Steamship Company, under the management of Messrs. Goodale & Parsons. Mr. Parsons was elected governor of California some years later. In 1881 our subject met Captain Moon, who induced him to go to Seattle, Wash., for the purpose of engaging in the tug business; but not being well impressed with the opportunities offered, Captain Lynn returned to San Francisco. In the spring of 1882 he removed to Chicago, where he accepted the position of night superintendent with the Vessel Owners Towing Company, holding same two years. In 1883 he sailed the tug Meteor, for Fitzsimons & Connolly, a dredging firm doing contract work in Chicago harbor, and following this spent a season on the tug Redmond Prindiville, with Capt. Joe Everett. In the spring of 1885 Captain Lynn went to Port Huron and shipped with Capt. Cy Sinclair on the tug H. N. Martin, which they took to Chicago and put into the towing business. In 1886 he shipped as lineman and mate on the tug Tom Brown, finishing the season on the tug Commodore. In the spring of 1887 he entered the employ of the Chicago Vessel Owners Towing Company, as master of the tug Thomas Hood, transferring to the tug Union the following season. In 1889 he was appointed superintendent of the company, and in 1892 was transferred by the firm to South Chicago to superintend operations at that point, where he remained another year. In 1894 he was appointed bridge despatcher under Capt. Redmond Prindiville, but at the change of the city administration, some months later, he went to Duluth to take the position of assistant manager for the W. W. Singer Tug line, which he retained with satisfaction to all concerned until the close of the season. In 1895 Captain Lynn went to Toledo, Ohio, to look after the interests of the Fistler, Faythorne & Ames Carferry line, plying between Peshtigo and South Chicago. In the spring of 1896 he went to Cleveland and entered the employ of the

Cleveland Towing Company, as master of the tug S. S. Stone, transferring from her to the *Marguerite*, which he commanded for the remainder of that season, being retained for the same berth in 1897. Captain Lynn is known as one of the strongest swimmers on the lakes, and has been instrumental in saving the lives of three women and ten men.

In 1894 the Captain wedded Mrs. Mary Collins, daughter of Mrs. Bridget Collins, who lives at No. 139 Indiana street, Chicago. Their children, Georgie and James, both died young. The family residence is at No. 96 Bond street, Cleveland, Ohio.

ALFRED A. GREEN, a highly esteemed and enterprising citizen of Muskegon, Mich., is a capable marine engineer, although at this time he is in charge of the machinery of the water works department of that city. He possesses many of the qualifications that assure advancement in the line of his calling, and enable him to obtain some of the more material comforts of life. Mr. Green was born of New England parentage, on September 14, 1849, at Houlton, Maine, being a son of Lewis L. and Lydia (Morse) Green, both of whom were natives of the same State. The family removed to Muskegon in June, 1863, the father running a sawmill and also engaging in other business. After his death, which occurred on June 17, 1880, the mother returned to the old home in Maine, where she is still living with one of her daughters. Mr. Green's brothers and sisters are as follows: David, who is in the insurance business at Houghton, Maine; Elvira, Mrs. Frank Carpenter; Hannah Alma S., Mrs. Charles Raymond; Alfretta, Mrs. John Massereau, and Agnes.

It was in Muskegon that Alfred A. Green completed his early education, afterward attending a business school at Mt. Carroll, Ill. The first berth he held on the lakes was that of wheelsman on the passenger steamer *Merchant*, in 1867, and the next season he went in the new steamer *Laketon*, which plied as a passenger boat between Muskegon and Grand Haven. In 1869 he went to school in Mt. Carroll, and he subsequently shipped on the steamer

Pearl, engaged in towing rafts on the Mississippi river to Memphis, and during the next four years he sailed up the St. Francis river, and returning to New Orleans sailed out of that port on the bayou or river *Teche* to St. Martinville and other places. In May, 1874, Mr. Green took passage for St. Louis, where he met the steamer *Belle of La Crosse*, from St. Paul, and shipped in her as oiler. In 1875 he went south again in a small steamer, which was sunk by a snag at Luna Landing, near Greenville, Miss. He then took passage to New Orleans, and having received his first papers shipped as second engineer on a steam canalboat which plied on Lake Pontchartrain; on the passage she broke in two, the crew managing to reach Ship island, however. Being without fresh water on the island, they made a compound of salt water and molasses which served to quench their thirst in a measure until they were taken off by a fishing boat and carried to New Orleans. Mr. Green's next berth was on the steamer *Pearl*, on which he served as oiler until June, 1876, when he went north and shipped as oiler on the steamer *Clyde*, engaged in raft towing between Stillwater, Minn., and Clinton, Iowa; he remained on her until October, when he returned to Muskegon.

In the spring of 1877 Mr. Green was appointed engineer of the tug *C. P. Kingsbury*, and after operating three months at Muskegon he took her to Michigan City, closing the season with her at that port. He engineered her at Muskegon the two following seasons, and in the fall of 1879 he took the tug *Elizabeth Arnold*, of which he was part owner, to New Orleans, where he sold her to Mexican parties. Returning to Muskegon, he shipped as engineer in the York State, plying as ferry steamer on Muskegon lake, until September, when he joined the tug *Alice Campbell*. In 1881 he entered the employ of the Muskegon Boom Company, as engineer of the tug *Ira O. Smith*, towing logs until June, when he transferred to the tug *James McGordon*, which he ran two seasons. In 1883-84 he served as chief engineer of the steamer *Tempest*, plying in the passenger and

freight trade between Muskegon and Chicago, and in 1885 he was given a similar berth on the steamer Milwaukee, retaining it until July, 1886, when she was sunk by collision with the steamer Hickox, off Muskegon; one man was lost, the rest of the crew finding safety on the Hickox. He then joined the steamer New York for a short time, but finished the season as second engineer in the Robert Holland. After two seasons as chief on the Swallow, Mr. Green was appointed chief of the J. W. Westcott, plying between Chicago and Traverse City, continuing with her three seasons. In 1892 Mr. Green was appointed engineer of the new water works plant at Muskegon, holding that position until May, 1893, when he went to Chicago and entered the employ of the Williams Transportation Company as chief engineer of the steamer H. W. Williams, plying between South Haven and Chicago; in September, 1895, he transferred to the Huron Transportation Company as chief engineer of the passenger steamer City of Fremont, plying between Chicago and Milwaukee, and running that winter until January 20. In the spring of 1896 he was appointed chief engineer of the steamer Mabel Bradshaw, closing the season as chief of the Niko. The next season he joined the steamer A. P. Wright as chief, serving as such until September, when he took charge of the Elfinmere, and after laying her up he was appointed to the steamer Nyack, which he ran all winter. It was in the spring of 1898 that he was again appointed chief engineer of the Muskegon water-works plant.

Socially, Mr. Green is a Master Mason. He is also a prominent member of the Marine Engineers Beneficial Association, belonging to Muskegon No. 51, of which he has been treasurer since its organization; has filled the office of president two terms, 1897-98, and he represented his lodge in the National convention at Washington in 1892. Although not an Odd Fellow, he is part owner of the Odd Fellows Block in Muskegon.

Mr. Green wedded Miss Nancy A. Fairbanks, of Michigan City, Ind., on Novem-

ber 20, 1874, and this union has been blessed with three charming daughters, Nellie, Carrie and Alma; Carrie is a graduate of the class of 1898 of the Muskegon High School. The family homestead is pleasantly situated at No. 33 South Terrace street, Muskegon, Michigan.

M. McAULIFFE was born at St. Johns, Mich., thirty-three years ago. He was one of twelve children born to Charles and Mary (Collins) McAuliffe, natives of County Limerick, Ireland, who emigrated to the United States in the early 'fifties.

The subject of this sketch was engaged on his parents' farm until about eighteen years of age, and in 1888 started steamboating as oiler on the City of Alpena. After a year and a half in that employment he went onto the William H. Wolf, on which he remained a season as oiler, and the following season was in the E. P. Weed in a like capacity. The next season he went as second engineer of the Fedora, which berth he held for six consecutive seasons.

Mr. McAuliffe is a member of Local Harbor No. 87, M. E. B. A., also of the Knights of Pythias, Lodge No. 1, of Owosso, Mich., and of Shiwasso Lodge, Division No. 1, A. O. H. He is a single man, and resides with his parents at Owosso, Michigan.

CAPTAIN JOHN H. WYSOON, one of the prominent steamboat masters sailing out of the port of Cleveland, is a typical mariner, and one who has lived to be over forty-five years of age without gaining the luxury of a personal enemy. He is a son of Martin S. and Martha (Hopkins) Wysoon, and was born in Buffalo, N. Y., September 29, 1852. His father was sailor and master of sailing vessels for a number of years, and he had four brothers, James, Henry, Cyrenus and Peter, all of whom were lake masters.

After attending the public schools in Buffalo for some years, John H. Wysoon gave way to the hereditary tendency of his family, and being a well-grown youth he shipped, in the spring of 1863, as porter on the propeller Hunter, but finished the season

in the same capacity on the propeller Buffalo, where he remained until 1864. He then enlisted in the One Hundred and Fiftieth N. Y. V. I., serving until the close of the war. His regiment was under the command of Generals Terry and Schofield, and was with the former on his expedition for the capture of Fort Fisher. The Captain was in all the other engagements in which his regiment participated during his term of service. He was at Raleigh at the time President Lincoln was assassinated. He was honorably discharged in August, 1865, and after returning home made two trips during the fall on the old propeller Saginaw, as lookout. In the spring of 1866 Captain Wysoon entered the employ of George R. Hand as lineman on the tug George W. Gardner, finishing that season on the tug J. C. Harrison, to which he returned the following season, serving in various capacities. In the spring of 1868 he was appointed captain of the J. C. Harrison, and sailed her two seasons. In 1870 he was made master of the tug George W. Gardner, and in 1871 of the tug Compound, on which he remained until May 10, 1872, when she blew up, causing the death of the cook and a deckhand. He was then transferred to the tug C. W. Jones, as master, continuing on her until fall, when he took the George W. Gardner as the winter boat.

In 1873 Captain Wysoon entered the employ of Thomas Maytham, as master of the tug George R. Maytham, remaining on her until June, 1874, when she was sold. He finished that season on the tug Orient. He opened the season of 1875 on the Frank Perew, on which he served until June, finishing on the propeller Empire State, of the Western line. In 1876 he was appointed master of the tug Maytham; 1877, of the tug Siskiwitt; 1878, of the tug Orient; 1879, of the tug Knowlton; 1880, of the tug Maytham; 1881, of the tug O. W. Cheney, which he brought out new and sailed until he came to Cleveland and entered the employ of Capt. Alva Bradley. He took command of the tug Forest City, sailing her until August, 1888, when he was appointed master of the schooner Alva Bradley, from which he was transferred the

middle of the following season to the command of the steamer Superior. In 1890 he sailed the Superior; in 1891-92 the steamer Henry Chisholm; in 1893 the steamer R. P. Ranney; in 1894 the Henry Chisholm; in the spring of 1895 he brought out the steamer Gladstone, but finished the season on the Alva, remaining on her during the seasons of 1896-97. The Alva is the finest boat in the Bradley fleet, and as Captain Wysoon has steadily advanced from the birth of master of a tug to that of master of the Alva, after sixteen years in the one employ, he may be judged to be a most capable steamboatman, and one who has deservedly won the confidence and esteem of the management. He has received his twenty-fifth issue of license as steamboat master, and might with truth be called a jolly tar, in the literal meaning of the term.

In 1889 the Thirtieth ward of Cleveland, in which Captain Wysoon lived, honored him by electing him a member of the city council, and it is a pleasure to say that he discharged the duties of his office with honor to himself and profit to his constituents.

In 1878 Captain Wysoon was united in marriage with Miss Elizabeth Walden, of Mount Forest, Canada. The family home-stead is at No. 18 Mather street, Cleveland, where the Captain has recently completed a new residence. Fraternally, he is a member of the Elks, the Knights of the Macca-bees, and the Ship Masters Association, carrying Pennant No. 248.

A. E. BURY, marine engineer on the Great Lakes, was born July 18, 1855, at Sombra, Ont., and lived at that place until he reached his seventeenth year. He then went to Detroit, Mich., where he served a four-years' apprenticeship to the machinist's trade, afterward beginning his marine life by shipping as oiler on the Colorado, on which he was employed a part of two seasons. In the fall of 1879 he took out papers and went on the tug Wilcox as second engineer, and then transferred to the Sweepstakes for one season in the same capacity. During the spring of 1882 he came to Cleveland and shipped on the Hiawatha as second engineer in the fall of

the same year going on the steamer *Raney* for a short time. He was subsequently engaged as second engineer, on the *Columbia*, *Colonial*, *Egyptian* and *Wallula*, and as chief on the *Robert Wallace*, *R. P. Flower* and *Cumberland*. After this he remained ashore for a time, employed by the *Globe Iron Works* and the *Cleveland Ship Building Company*, and in 1891 he came to the *Specular*, upon which he has remained to the present time. Mr. Bury is devoted to his life occupation, in which he has thus far met with such gratifying success, and he has always won and retained the confidence of his employers by his ability and trustworthiness.

Mr. Bury was married December 4; 1882, to Miss *Florentina Caster*, of *Cleveland*, and they have two children: *Edward*, born August 4, 1883; and *Charles*, born August 17, 1884, both of whom are at school at the present time.

JOHN FERGUSON is the son of *Niel* and *Catherine (Taylor) Ferguson*, and was born September 1, 1859, in *Argyleshire*, *Scotland*. *Niel Ferguson* was employed during the greater part of his life in the *Clyde shipyards*; he is now deceased, and his wife, who still survives, makes her home in *Canada*.

Mr. Ferguson lived in *Scotland* until he was ten years of age, and on first coming to *Canada* lived in *Hillsburg, Ontario*, for four years, removing thence to *Collingwood* and afterward to *Detroit*. There he entered the employ of the *Detroit Tug & Transit Co.*, with which he remained three years, and during that time he was employed on the wrecked *City of St. Catharines* (now the *Otego*); the *Russell*, which was sunk in the *Sault Ste. Marie*; the *Jewett*, at *Sand Beach*; the *Manitoba*, at *Southampton*, and the *Spinner*, at *Wilson's Channel*. At the close of his service with this concern, he came to *Cleveland* and commenced sailing, shipping on the *Fred Kelley* as fireman for one season, and afterward serving for the same length of time on the *Charlton* as second engineer. He then went in the same capacity on the *George Spencer*, *Aurora*, *City of Glasgow* (new)

and *Henry J. Johnson*, in 1892 transferring to the Republic to fill the position which he still holds. Mr. Ferguson's brother, *Dugald*, has been on the lakes for several years, and holds the position of second engineer on the *Selwyn Eddy* at the present time.

Mr. Ferguson was married, March 11, 1886, to Miss *Jessie Currie*, of *Detroit*, a sister of *L. L. Currie*, who was a sailor for several years, but is now in the employ of the *Wells Fargo Express Company*. They have three children: *Niel G.*, *Flossie* and *John*, the two elder now attending school. Mr. Ferguson is connected with the *I. O. O. F.*, holding membership in a *Detroit lodge*, and with the *M. E. B. A. No. 2*, of *Cleveland*.

CAPTAIN A. J. BAIN was born January 15, 1859, at *Stirling, Stirlingshire, Scotland*, the son of *John* and *Mary Ann (Tracy) Bain*, who brought him to *America* when he was five years old. His father was a soldier in the regular service of the *British army*, and as such came from *Glasgow, Scotland*, to *St. John, Canada*, from there removing to *Kingston, Ontario*, and thence to *St. John's, Newfoundland*; he returned to *Kingston*, was later in *Quebec*, and in 1871 settled in *Windsor, Ontario*, where he still resides. The mother, who was a native of *Londonderry, Ireland*, died December 9, 1871.

Archibald J. Bain began his marine life in 1872 as mess-room boy on the propeller *Armenia*, running between *Montreal* and *Chicago*, remaining on her only a short time, however, as he returned to school in the winter. In the capacity of wheelsman he served during different seasons on the *Vulcan*, *I. U. Masters*, *Champion* and *Ira Chaffee*, and with *Capt. P. L. Millen* acted as second mate on the *Ogemaw*, *Iron King*, *Iron Duke*, *Iron Age* and *Joliet*. Later he was mate on the *C. H. Starke* and the *Swallow*, after which he entered the employ of the *Detroit, Belle Isle & Windsor Ferry Co.*, spending three seasons upon the *Sappho* and *Excelsior* in the same capacity, and then taking command of the *Arthur Jones* for about six months. In March, 1896, he came to the *Detroit & Walkerville*

Ferry Co. and has since acted as mate on the *Ariel*, alternating watches with Captain Huntoon during the summer season.

Captain Bain was married, December 9, 1889, to Miss Susannah Haslip, of Dresden, Ont., and they have had children as follows: Elizabeth Pearl, who is attending school at the present time; Agnes Jessie and Emily Haslip, who are still at home, and Susannah, deceased.

FRANK SEILER first saw the light July 26, 1868, at New Baltimore, Mich., and he is the son of John and Agnes (Johr) Seiler. He has three brothers, George (also a sailor), Rudolph and William, and one sister, Nellie.

In 1884 Mr. Seiler came to Detroit and entered the shops of the Enterprise Machine Company, where he thoroughly learned his trade. In 1892 he went on the lakes as oiler on the steamer *George W. Roby*, the following year transferring to the *Frank L. Vance*, on which he served in the same position. In 1894 he was promoted to second engineer of the *Vance*; in 1895 he accepted the berth of second engineer on the *C. F. Bielman*. For the season of 1896 he served on the *S. R. Kirby* as second, and he began the season of 1897 in that capacity on the steamer *Crescent City*, running from Buffalo to Duluth. Mr. Seiler is an enthusiastic member of the Marine Engineers Beneficial Association, and of East End Tent, K. O. T. M., Detroit.

FREDERICK T. HATCH was born at Henderson Harbor, N. Y., in 1859, a son of Thomas and Catherine Hatch. His father was a sailor, and for a long time served as mate on the Northern line of steamers. Mr. Hatch removed with his parents while very young to Gallop Island and later to Glen Haven, Mich. He attended school at Gallop Island and Sacket's Harbor. He passed his youth on the water principally as a fisherman until the spring of 1878, when he shipped on the steamer *Arabia*, of the Western Transit line, remaining in that employ three years. In the spring of 1881 he entered the life-saving service at the Cleveland station, where he remained until November, 1884. On the 22d of the same

month he was appointed assistant lighthouse-keeper in the old lighthouse on Water street, Cleveland. On October 20, 1885, he was transferred to the breakwater light, and on September 15, 1895, the lights were consolidated and Mr. Hatch was placed in charge, also having control of the foghorn machinery, which was established in 1890. He now has two assistants.

Mr. Hatch is an experienced and daring life-saver, and has to his credit thirty-two rescues, independent of those he participated in while a member of the life-saving crew. The greater number of these rescues were made while he had charge of the pier light. Boats would capsize, and in other ways helpless people would fall in the lake. In October, 1890, the barge *Wanapota* struck the breakwater and sunk in three hours. Mr. Hatch ran out to her with a rowboat, but came very near losing his own life on account of the flying timbers. His boat was capsized, but he succeeded in reaching Mrs. Hazen, wife of the captain, and swam with her to the pier. The captain, mate and three men ran across the pilework to the pier, where they remained all night, the lifeboat taking them off the next morning. The following spring Mr. Hatch received from the government an additional bar to his United States life-saving medal. Many instances are related of his hardihood in his efforts to save life, and he never seems to grow excited or lose his presence of mind.

During the time Mr. Hatch was surfman in the Cleveland life-saving station, he participated in all the rescues of that gallant crew. In the fall of 1883 four vessels went ashore off Cleveland harbor, among them the schooner *Sophia Minch*. The life-saving crew went out to her on a tug, and with great difficulty and danger boarded her. The schooner was drifting so fast toward the rocks that it was found necessary to scuttle her, and she sank with her own and the life-saving crew aboard, all of the men taking to the main rigging, except two who were in the after rigging. Lawrence Distel, the only one of the crew remaining ashore, threw a line into the main rigging and took off all the men there but Mr. Hatch, who

volunteered to reach the men aft. To quote from the report of Captain Goodwin: "It was literally taking his life in his hands to make the attempt. The gallant Hatch set out along the swaying gaff and reached the two men, but it was utterly impossible for him to get back, which fact he signaled to Mr. Distel, who then went ashore in the breeches boy and informed Captain Goodwin. It was then found necessary to fire another line into the rigging aft, which Mr. Hatch made fast, and as soon as everything was ready they were drawn ashore, Mr. Hatch being the sixteenth and last man off the vessel." For this dangerous rescue Mr. Hatch, as well as all the other members of the crew, received the United States gold life-saving medal of the first class.

In 1883 Mr. Hatch was united in marriage with Miss Maggie Case, of Cleveland, and their children are Frederick T., Jr., May Adella, Nellie A. and Elsie A. The family residence is at No. 43 Water street, Cleveland. Socially he is a member of Lake Shore Lodge, Knights of Pythias.

W. E. BISHOP, manager of the Hamilton Steamboat Company, has risen to his present responsible position by his natural merits as an indefatigable and clever business man of unusually good judgment, and he is an excellent director of the men under him. His company owns three fine vessels, the *Modjeska*, *Macassa* and *Mazeppa*, the first two on the run between Hamilton and Toronto, and the *Mazeppa* plying from Hamilton to the Beach and Burlington.

Mr. Bishop was born in 1868 in the city of Brantford, Ont., and was educated in the common and high schools of that place, learning rapidly. He started in life for himself at the age of fourteen years, his first employment being with Messrs. A. Harris & Co., the prominent manufacturers of agricultural implements, with whom he remained for some time intending to learn the business. Not having a strong liking for it, however, he gave it up and went into the freight office of the Grand Trunk railway at Toronto in 1881, occupying a position there for three years, after which he

went to Topeka, Kans., and secured lucrative employment in the auditor's department of the Topeka & Santa Fe railway. Returning to Canada, he entered the employ of the Hamilton Steamboat Company, as a clerk under Mr. Fergus Armstrong, who was at that time, in 1889, Toronto manager, and he remained in the Toronto office for three years, at the end of that time accepting a position with W. A. Geddes, wharfinger and vessel owner, of Toronto, as purser on the propeller *Ocean*, sailing between Montreal and the Upper Lakes in the passenger and freight business. That position Mr. Bishop continued to hold for four years, when he relinquished it to take charge of the Toronto end of the Hamilton Steamboat Company's business, Mr. Armstrong having been promoted to the position of general manager for the company at Hamilton. In the year 1896 Mr. Armstrong resigned, and Mr. Bishop was given the general managership with headquarters at Hamilton, in which incumbency he is still retained, as it has always been the policy of the Hamilton Steamboat Company to keep a good man.

Mr. Bishop was married in 1889 to Miss Margaret Sin, and three children have been born to them, two sons and one daughter, all bright children who promise to be a credit to their parents. Mr. Bishop's party politics savor of Conservatism, but he is not a bitter Tory, always voting for the good of his country, and in his life he has as often voted Liberal as Conservative. Religiously he is a Presbyterian.

HERBERT HAMILTON FARR, of Cleveland, formerly engaged in marine engineering, is a young man who has attained to a position of high responsibility in the employ of a great establishment, being chief engineer of the Cleveland Electric Illuminating Company. He was born at Portsmouth, Va., August 15, 1869, the son of Jacob W. Farr, a prosperous farmer, and obtained his education in the schools of Canada and the United States. He began sailing the lakes at the age of sixteen, having previously spent two years in a machine shop in Lockport, N. Y., in the spring of 1885 ship-

ping as fireman on the steamer Avon, of the Erie line. The season of 1886 he spent on the laketug Onaping, and the following year he was oiler on the steamer Gogebic. The seasons of 1888 and 1889 he was employed in a similar capacity on the steamer Owego. He was fireman and oiler on the steamer Annie Young during the season of 1890 up to October 20, the day she burned and sank in Lake Huron; nine of her men were lost at this time, Mr. Farr and a few others being rescued by the steamer Edward Smith, after a very narrow escape. Mr. Farr completed that season laying up vessels for the Anchor line at Buffalo, opening the season of 1891 as oiler on the steamer Boston, of the Western Transit line, and finishing that year as second assistant engineer on the steamer Cayuga, of the Lehigh Valley line. In 1892 he was assistant engineer of the steamer Continental for a time, finishing the season as assistant on the side-wheel steamer Corona, of Buffalo. During the season of 1893 he was second engineer of the steamer Marquette, and the Corona commanded his services during the following season with the exception of a few trips made in the steamer John W. Moore. This marked his retirement from active sailing, and on December 14, 1894, he commenced the work of helping to install the plant of the Cleveland Electric Illuminating Company, on Canal street. On March 15, 1895, he became chief engineer of this great establishment, retaining this position up to the present time.

On April 29, 1896, Mr. Farr was married to Miss Jane May McAnley, of Cleveland, who was born in Lawton, Mich. Her father was a lake captain during his early manhood, and one of her brothers, H. T. McAnley is well known among the engineers along the lakes.

WILLIAM P. LEE, who was born at Detroit, Mich., March 26, 1861, is the only son of Andrew and Mary (Kellett) Lee, who were natives of New York State. He received his education in the public schools of his native city, and when sixteen years of age secured employment as shipping

clerk in the Pullman car shops at Detroit, which position he held for six months. He then commenced firing on the Michigan Central railroad for three years, after which he learned the molding trade, working at same for five years. At the end of this time he started steamboating, firing on tugs belonging to the Mills line, of Detroit, for two seasons, the steamer Queen of the West one season, the Starke one season, and the tug Crusader one season. He then obtained second engineer's papers, and filled that berth on the John E. Hall one season, and the Toledo No. 3 three seasons, in 1896-97 going as second to John R. Judge, on the Eber Ward, with whom he had begun steamboating in 1884 on the Mills line of tugs.

Fraternally, Mr. Lee is a member of Amity Lodge No. 335, I. O. O. F., of Detroit, and of Detroit Lodge No. 6, A. O. U. W.

He was married, in 1893, to Miss Mary Woolen, of Lafayette, Ind., and they have two children: Bertha Elizabeth and Andrew. The family residence is at No. 1443 West Fourth street, Detroit, Michigan.

G. L. ALLEN is a young man whose life thus far has been mainly devoted to marine pursuits, and whose future in that line of work is one of promise. He was born August 14, 1869, at Cleveland, Ohio, where he has always resided, and attended the public schools of that place until he was sixteen years of age, when he began sailing. His first trip was made in the V. Swain as watchman, and after a year in that capacity he served on the Ira Owen, subsequently engaging a year each on the Manola, Progress, Saxon, and Norman as oiler; after which he became second engineer, holding that berth on the R. E. Schuck, Sitka, A. A. Parker and Griffin. At this time he went on the Joe Harris, of Cleveland, and remained one year as engineer, from her transferring to the Masoba as second engineer.

On May 31, 1895, Mr. Allen, while serving on the Norman, was shipwrecked on Lake Huron in a collision with the Canadian boat Jacks; he was on the Sitka when she

collided with the tug *Torrent* on the St. Clair river; and was also on the *Progress* when she collided with the *J. A. McBrier*, in the Straits. In the face of these unfortunate experiences, however, he remains an ardent follower of the calling to which his father and other members of his family have devoted their lives.

WILLIAM H. TYLER, chief engineer of the steamer *Choctaw*, was born in Cleveland, September 2, 1870, a son of William W. Tyler, one of the most successful engineers on the lakes. Mr. Tyler passed through the Cleveland public schools, and commenced sailing at the age of seventeen as oiler on the steamer *Gladstone*. After two years' service in this vessel he became second engineer of the steamer *Nahant*, and then of the *Oneida*, *Gladstone*, *William Chisholm* and *Yuma* in succession, in 1896 taking the berth of chief engineer in the steamer *Choctaw*. He was in this boat when she was sunk in the Sault river in a collision with the steamer *L. C. Waldo*.

Mr. Tyler was married, on July 26, 1892, to Miss Maud Brown, of Berg Hill, Ohio, and they have two children: William W. and Effie E.

CAPTAIN NELSON J. WIGLE, commander of the steamer *Lakeside*, was born on the old homestead farm near the town of Kingsville, Essex Co., Ont., in the year 1859, attended school in his native place, and assisted in working the farm until he was twenty-one years of age. Having always been fond of the water, he had gained considerable experience in the various craft in the vicinity of Kingsville, so that when he attained his majority he gravitated quite naturally toward sailing. His first venture was on the steamer *Reporter*, running between Pelee island and Kingsville, and by natural ability, perseverance and faithfulness to duty, he gradually worked his way up on different vessels until at length he was appointed first officer of the *J. W. Steinhoff*, now known as the *Queen City*, on which he remained two seasons. Then he was offered and accepted the position of captain of the fine passenger steamer *City*

of *Dresden*, which ran between Detroit the Lake Shore and Sandusky, Ohio, and he was retained in command of her for nine seasons, during which time he had many trying experiences. In the frightful storm of September 4, 1882, the same in which the propeller *Asia* was lost with all on board save two, the *City of Dresden* had an exciting time. She was tossed at the mercy of the winds and waves, and for three days was supposed to be lost, but good seamanship prevailed, and Captain Wigle, though with much difficulty, ran his boat under the lee of Pelee island, where she lay until the weather moderated.

In the year 1888 the steamer *Lakeside* was built, and Captain Wigle was at once put in command of her, continuing as her master until 1891. In 1892 he was captain of the *Garden City*, a fine side-wheeler, and in the following year he was appointed Toronto manager of the Niagara Falls line of steamers, a pool of boats which comprises the *Empress of India*, *Garden City* and *Lakeside*. In 1893 he resumed command of the *Lakeside*, on which he still remains, and his ability as a master and hearty courteous manner to all with whom he comes in contact have made him one of the most popular commanders on the lakes. In 1889, shortly after the *Lakeside* made the first trip of the season, Captain Wigle ran her into *Rondeau* with a load of passengers, and all on board witnessed the foundering of the schooner *Louis Ross*, off Point aux Pins, Lake Erie. Captain Wigle at once manned his lifeboats and going in person with his men succeeded in rescuing every one on the ill-fated vessel. The *Lakeside* is a very popular boat with passengers and shippers; she is always the first to open the season and the last to give away to the rigors of winter and is noted for being at all seasons strictly on time.

Captain Wigle is married, and resides with his family on North Williams street, St. Catharines. Fraternally he is a Mason in good standing.

JAMES FALCONER, of Cleveland, Ohio, the chief engineer of the propeller *A. A. Parker* during the seasons of 1895 and 1896,

has been a lake engineer for twenty years. Mr. Falconer was born in Huron county, Mich., in 1852, the son of Robert Falconer, a farmer. His first sailing was in 1876, when he served in the capacity of fireman on the tug Home, at the harbor of refuge, Sand Beach, Mich., previous to which he had been employed two years as stationary engineer. Then he became second engineer of the steambarge Porter Chamberlain for one season, and of the Anna Smith for three seasons, following which he was chief of the last named vessel for four seasons, of the Minneapolis two seasons, and of the John Odes four seasons. The next year he spent ashore, engaged in the grocery business in Cleveland, after which he took charge of the engine room of the Parker. He has been in the employ of A. A. Parker, of Detroit, for sixteen years.

In 1885 Mr. Falconer married Miss Nellie Perry, of Carsonville, Mich. Their children are Mabel E., Laura E., Ira James, Robert T. and Frederick C. Falconer.

SAMUEL A. WELLS was born October 16, 1828, in Cleveland, Ohio, to which city his father, Joseph Wells, had removed in 1818 from Middletown, Conn. Joseph Wells was a millwright by occupation, and was employed as such for several years in the construction of mills in and about the city.

Samuel A. Wells received a common-school and academic education in Cleveland, and until 1851 was employed in the Cleveland City Foundry, which had previously been built by his father. He made his first trip on the lakes aboard the steamer Alabama, running from Cleveland to Dunkirk, on which he remained one year as second engineer, the following season shipping on the Granite State, which came out new at that time. The latter part of this year he was made chief engineer, and he subsequently served on the City of Concord, Wisconsin, J. W. Brooks, Buckeye and Granite State, all belonging to the Northern Transportation Company. In 1862 he was in the Alleghany, in 1863 in the New England, and in 1864 in the Cuyahoga, on which he remained until 1868. At this

time he returned to the employ of the Northern Transportation Company, and was in the Buckeye and City of Concord, later engaging on the Dean Richmond and Hector, of the Winslow fleet. For some time he was employed by the Lake Superior line in the Northern Light, transferring from her to the propeller Antelope. For the three succeeding years he left the lakes and worked on the Rocky River railroad, but he eventually resumed his old calling, and for a time was employed by Bradley's line. He was in the William Edwards for ten years, and since 1891 has been engaged by the Menominee Transit Company. Mr. Wells was on the Granite State when she was wrecked at Cleveland, the sea being so high that the crew were all able to reach shore by means of poles and lines.

Mr. Wells was married, in 1853, to Miss Louisa A. Compton, now deceased. Her father, John W. Compton, was for many years a chief engineer on the lakes, and her brother David was on the lakes for over ten years. They are both deceased. In 1891 Mr. Wells was married to Emma L. Henricle. He is the father of three children: Harriet, who still resides at home; Marion, who is married and makes her home in Cleveland; and Jeanette, who is married and lives in the Indian Territory. Mr. Wells is a respected and well-known citizen of Cleveland, where he has always made his home, and he has a wide acquaintance among the lakefaring men with whom he has been associated since 1851.

A. B. FRASER is the youngest of five sons and one daughter, children of William and Isabella (Cameron) Fraser, who were natives of Inverness, Scotland. They emigrated to the United States in the early 'sixties, settling in New York State. Those of the children now living are James A., a miner in Alaska; D. R., a carpenter at Gainesville, N. Y.; and a son, an engineer in Texas; and the subject of this sketch.

The latter was born at York, Livingston Co., N. Y., and when about sixteen years of age went to El Paso, Texas, where he entered the L. P. C. railroad machine shops as an apprentice. Here he remained

nearly three years, and then returned home on account of illness. After recovering, in 1890, he came to Buffalo and secured employment in the New York, Lake Erie & Western railroad machine shops, leaving there in the spring of 1891 to begin steamboating as oiler on the Philadelphia. In September he went onto the Alaska, where he finished that season. Owing to injuries from which he did not recover until October, he did not secure a berth the next season until the 4th of that month, at which time he went on the Mahoning as oiler, and remained on this vessel and in this position until 1895, when he was promoted to second engineer, and officiated in that capacity during the season of 1897.

Mr. Fraser is a single man, and resides at Gainesville, N. Y. He is a member of Local Harbor No. 1, Marine Engineers Beneficial Association, Buffalo.

CAPTAIN M. L. PACKER, who is now living retired in Cleveland, was born at Elyria, Ohio, in 1842, and began sailing in 1857, going before the mast in the square topsail scow Black Swan, sixty tons burden. These little scows were much in vogue in those early days. In 1859 he was appointed master of the scow Leo, following this by service in other craft of a like description. The wages of masters were about fifteen dollars per month. He then sailed before the mast in some of the small schooners of the A. Bradley fleet, the New London, Wagstaff, J. F. Card and others, after which, in 1866, he purchased the schooner H. C. Post, which he sailed two years, freighting pig iron and stone from Lorain to Cleveland. After disposing of the Post Captain Packer, in 1872, was appointed to the charge of the docks at Lorain, where he continued three years. In the fall of 1881 he assumed command of the schooner C. H. Johnson, and was with the tug Samson's tow, the A. C. King and the Wabash, when the latter schooner was lost on Pictured Rocks, Lake Superior. Captain Packer cut the tow-line and ran into harbor at Grand Island, where the Samson and A. C. King also found shelter. In 1883 Captain Packer was appointed master of the

schooner H. C. Maxwell, which was one of the unfortunates in the great storm on Lake Superior in 1885, going ashore at Black's Point, near Goderich, Ontario. The schooner was adrift five days without rudder, sail or rigging. The hands were taken off by the volunteer life-saving crew at Goderich, under Captain Babb, in a half-frozen condition, and through the urgency of Captain Packer and A. A. Pomeroy, the editor of the *Marine Record*, Captain Babb was presented with a gold life-saving medal by the United States. During the last three years of his service Captain Packer was master of the schooner M. R. Warner, owned by H. J. Johnson. No lives were ever lost under his charge.

In 1864 Captain Packer was married to Miss Ellen Gaffney, of Cleveland, and their union was blessed with seven children, of whom George A. is dead. The living are William Henry; Mortimer L., Jr.; Medora, who is married and living in Chicago; Della M., married; and Maud and Edna, at home. All are doing well in their chosen fields of occupation, and are useful and successful men and women.

CAPTAIN WILLIAM CAROLAN was born March 22, 1865, in Rochester, N. Y., the only child of Patrick and Margaret (McCormick) Carolan, both of whom were natives of Ireland. Patrick Carolan came to the United States early in life and engaged in farming and the lumber business until his death, which occurred January 24, 1892; his wife departed this life on March 4, 1888.

Captain Carolan spent the first fifteen years of his life in the city of his birth, and one year later came to Buffalo, out of which port he sailed as deckhand on the Empire State, on that boat obtaining his first knowledge of marine life. His promotion was rapid, and in a short time he was given the position of watchman and wheelsman, continuing as such two years, after which he engaged as wheelsman one season each on the following boats: George Spencer, D. W. Rust, Business, Yakima and Horace A. Tuttle. The following year he shipped on the Caledonia as second mate, and subsequently served in that capacity on

the Bulgaria, John Harper and John W. Moore, receiving promotion to the position of mate on the last named boat, and removing to Cleveland at the close of his service on her. He entered the employ of the Globe Iron Works in that city, and soon afterward became wheelsman on the government boats Columbia and Lilac, which were taken to Portland, Maine, and Staten Island, later holding the same berth on the yacht Comanche, owned by Hon. M. A. Hanna, of Cleveland, on a trip to Brooklyn, N. Y. In 1893 he came to Detroit and obtained employment with the Detroit, Belle Isle & Windsor Ferry Co., with whom he has since remained, during the first three seasons as mate on the Fortune and Pleasure, from which he was transferred to the Excelsior, in command, for the season of 1896. Judging by the past, Captain Carolan's future in the marine life promises to be a successful one, and he has gained the confidence and respect of his present employers to an enviable degree. He is unmarried.

FRANK FERGUSON is a member of what may appropriately be called a marine family, some of whose sons have lost their lives on the lakes while in the performance of their duties. He was born in Ashtabula, Ohio, October 7, 1862, and is the son of Capt. Israel and Marcia (Whelpley) Ferguson. The father sailed out of Buffalo, Ashtabula and Chicago for many years as master and mate of vessels, among which were the ancient schooners Atlas, Plymouth, Plow Boy, New Lisbon, Snow Drop and Zouave. In 1861 Captain Ferguson answered the call of the President by enlisting in the United States Navy, and on reaching the seaboard was assigned to duty on one of the gunboats of the blockading squadron, afterward transferring to the gallant little Monitor, in which he had the honor of serving in the historic struggle with the terrible Confederate ram Merrimac. He remained in the Monitor until the close of his term of service, when he received an honorable discharge, and on returning home he took up his old line of life as master of the schooner Industry, then owned by Capt. W. M. Hum-

phrey. Some years later he retired from active life on the lakes, and settled on his homestead farm near Ashtabula harbor, where he still lives in the enjoyment of a ripe old age full of the honors due to a well-spent life. His oldest son, William, who followed the lakes, met his death by accident near Conneaut, Ohio, while mate with Capt. Stephen Lampoh on the schooner Alva Bradley, in 1884; Joseph, the third son, who was a marine engineer, was drowned from a yacht off Ashtabula harbor in September, 1888; George, the youngest son, follows the lakes in the capacity of fireman, with the promise of becoming an engineer of ability.

Frank Ferguson, the second son, received a liberal education in the public schools of Ashtabula. After working some time in the machine shops of McKinnon & Co., of that village, and in Mr. Nagle's boiler shops, at Erie, Penn., he shipped in the steamer Nebraska, remaining one season. In 1881 he joined the tug Fred & Will as fireman, and the next spring took a similar berth in the tug Tillinghast, operating out of Erie, Penn., following with a season in the tug Dexter, with Capt. George Fields. In the spring of 1884 he joined the tug Dragon, but closed the season in the C. M. Green. After firing the Cleveland tug N. B. Gates one season, he received engineer's license and was appointed to the steam lighter Youghioghenny, at Erie. His next berth was in the tug Janie Smith, as engineer, and for a season following he was in the tug Kunkle Bros., after that stopping ashore for about seven years, having been placed in charge of a hoisting engine on the dock at Ashtabula harbor. In the spring of 1896 he went to Fairport and took engineer's berth on the busy tug George R. Paige, which office he holds at this writing, in the employ of the American Transportation Company. He has ten issues of marine engineer's license. Socially Mr. Ferguson is a member of the Independent Order of Foresters.

W. J. CUNNINGHAM has spent all his life in the city of Cleveland, Ohio, where he was born February 14, 1859, son of Patrick

and Susanna (O'Boyle) Cunningham, natives of Ireland, both of whom are still living, in Cleveland, where they came many years ago. Up to the age of thirteen years William Cunningham attended school, and he then entered the Otis Steel Works, where he was employed several years, first in the machine department and later running the engine for the electric and mill plant. His marine experience began when he shipped as engineer on the Hattie L., on which he remained about nine months, and the following season he went on the Marshall for Monson & Sons, continuing thus for three years. From this tug he went on the R. T. Roy, and spent one season in the employ of E. R. Edson & Co., going the next year on the Nahant as second engineer. He then spent some time on the James Burns and Sea Wing, since when he has been employed on land.

Mr. Cunningham was married, February 10, 1882, to Miss Emma Littledale, of Toronto, Canada, and they have had eight children, namely: Lilly, Will, Loreta (deceased), James, Margaret, Emma, Joseph and Hortense.

CAPTAIN H. F. PARKER, a well-known vesselmaster of Cleveland, Ohio, gained his first sailing experience on the ocean. He was born in Northampton, England, in 1841, the son of Capt. J. T. Parker, who was an ocean navigator for many years, and began sailing at the age of fourteen. Before coming to the lakes he saw service on the schooners Potomac and Rhoda, the C. J. Kershaw, a Cleveland-built vessel, the ship Spark of the Ocean, the bark Traveler, the ship Lammergeyer and the packet ship Western Empire, in these vessels visiting Queenstown, London, Leeds, Rio Grande (Brazil), Melbourne, Sydney, New Zealand and Hong Kong; the East Indies, Madras, Calcutta; New Orleans, Boston and many other parts of the world. The family had removed to the United States when he was very young, and settled in Buffalo, and in 1860 he began sailing out of that port in the schooner Augusta. Soon after he joined the schooner Alice Curtiss for an ocean voyage, touching at Mobile, where he joined

the ship Express, of Boston, for a trip to Havre, France. Returning to the United States he made his way up the Mississippi river to the lakes, where he joined the schooner Ravenna for another ocean voyage, this time going to Liverpool. Following this he served in a small bark that made several ocean voyages, and finally returned to the lakes, holding berths on the barks Sunnyside and Golden West, the brig Bay City, the North West, Sunrise, R. E. Hart, May Collins, San Jacinto, Empire, W. O. Brown, David Ferguson, Turk, Mary B. Hale, Minerva, Topsy, Oneonta, Erastus Corning, Canopus and William Treat. Then he became mate of the Major Anderson and, later, master of the N. P. Goodell, mate of the brig C. P. Williams, second mate of the Bahama and St. Lawrence, and mate of the G. G. Norris, David Tod and James Carroll. He has since been master of the Butcher Boy two years, the H. G. Cleveland three years, the James Couch one season, the Erastus Corning four seasons, and the Joseph G. Masters six seasons. Captain Parker has also commanded the Quayle and the Adriatic one season each. He has sailed on every sea and visited every prominent port in the world, and has never had a vessel ashore.

The Captain was married, in 1862, to Miss Sarah Boyle, of Ashtabula, Ohio. They have two children—John Thomas and Margaret Ann.

D. CAMPBELL is the second youngest of the eleven children of Neil and Betsy (McKinnon) Campbell, natives of Scotland, and was born at Owen Sound, Canada, March 1, 1865. He attended school and assisted his parents at farming until sixteen years old, when he began steamboating, shipping from Montreal as deckhand on the Magnet. He remained on that boat all of one season, and the next was wheelsman on the side-wheeler Spartan, after which he spent one season each on the Scotia, Elburta and Frances Smith as wheelsman.

In 1887 he became master of the tug Rover, of Owen Sound, and in 1888 went as lookout on the Ontario, the following season engaging as wheelsman on the

United Empire. In the spring of 1890 he went to Buffalo and shipped as lookout on the Gordon Campbell, remaining on her five months and finishing the season on the Vanderbilt as wheelsman. In 1891 he was wheeling the Conemaugh until the 15th of September, at which time he was advised of his father's death and left for home. He then went to Erie, Penn., working on the docks there until November 1, when he went onto the Emily P. Weed, laying her up and keeping ship on her. The next season he wheeled the Philadelphia, leaving her the trip before she sunk to go on the Alaska, on which he made several trips; on the last one, while on Lake Michigan, she was steering very hard, and he was caught and thrown over the wheel, dislocating his shoulder, and being injured to such an extent as to lay him up in the hospital for nine months. On his release he went as second mate of the China, remaining on her two seasons, when, in 1896, he was promoted to the first mate's berth on the Conemaugh, and held that position throughout the season of 1897. Mr. Campbell has had his share of mishaps. He was on the Magnet when she ran ashore off Cedar island, and was stuck there for five days; and was also on the Scotia when she sunk off Goderich; but lately he has been more fortunate. Mr. Campbell is a single man, and resides at No. 215 West Eleventh street, Erie.

CAPTAIN JAMES QUINN, master and half-owner of the stanch little schooner White Oak, well known on Lake Ontario, is a bluff and hearty skipper, with a jovial breeze in every word of his speech. From early manhood he has tracked the fresh waters of the inland seas, and there are few navigators better acquainted with their calling than he is. The Captain was born May 18, 1856, at Oakville, county of Halton, Ont., where he grew up, receiving his education in the public schools. His desire for the life of a sailor was always strong, but his parents were opposed to it, and not willing to displease them, he became apprenticed to the carriage blacksmithing trade, at which he served four years with Mr. Jere-

miah Hagaman, of Oakville. Having become a thorough journeyman, young Quinn sought to strike the anvil in a wider field, and obtained a position with Mr. John Dixon, a carriage manufacturer of Toronto, but the trade was too humdrum, and money-making in that line was too slow for a young man of Captain Quinn's ability, so he abandoned it after two months and shipped before the mast in the schooner Minnie Blakely. Thus, in 1875, began his career on the lakes. After one month in the Minnie Blakely, he received a better offer and shipped in the schooner Homeward Bound, remaining in her for two seasons, the second year as mate.

Resolved to become his own master, the Captain in 1877 purchased the stone-hooker brig Rover, which he owned and sailed for a season and a half, when he sold her and bought another coasting schooner, the Pinta, so called after the historic boat belonging to Christopher Columbus' fleet. Retaining that boat for about two seasons, Captain Quinn disposed of her and went into the schooner Eureka as mate and pilot, trading for three seasons principally on Lake Ontario, but sometimes going a trip through the Welland canal to the higher waters when remunerative cargoes offered. After leaving the Eureka, he went into the schooner Dauntless as captain for a season, and in 1883 bought the schooner Highland Beauty, which he sailed for five seasons as master and owner. Succeeding that, he purchased the schooner Mary Everett, and handled her one season in the Georgian Bay trade, bringing lumber and other freight from there to Kingston and Quebec. Next season he sold the Mary Everett and bought the schooner W. T. Greenwood, which vessel he commanded successfully for two years, finally, in the year 1892, disposing of her and buying the schooner White Oak, of which he was sole owner until the spring of 1897, when he admitted Capt. James Wilson to a half-ownership, that gentleman again desiring to follow the water, which he had thought to abandon without considering the strong sailing instincts acquired during a long experience in that calling. Captains Quinn

and Wilson still own the White Oak, and sail her as master and mate, respectively, proud to tread the planks of so sturdy and swift a little craft.

On December 23, 1884, Captain Quinn was united in marriage with Miss Mullins, of Kingston, the ladies of which town are noted for their beauty and intellectual accomplishments. Four children have blessed this union, two sons and two daughters, namely: William, Annie, Nellie and James Albert, the two oldest attending school.

ARCHIE M. WILLIAMS came with his parents to the United States from Belfast, Ireland, where he was born in 1866. He was but three months old when they landed on American soil and took up their home at Gloucester, Mass., at which place he attended the public schools until he reached the age of fourteen years, when he went to work in the office of a commission merchant engaged in the fishing business. After graduating from office work Mr. Williams shipped on a coaster, the schooner Sarah C. Pyle, out of Gloucester in the fish trade, and was also on various other vessels in the same line of business. In the fall of 1886 he sailed out of New York, as quartermaster, on the steamer Barracuta, of the Atlantic & West Indies line, in the passenger and general merchandise trade, and remained in that employ five months. In 1887 he went to Buffalo and shipped as watchman on the steamer Wallula, continuing on her for one season, and the following season went as wheelsman on the steamer Sitka for three months, finishing on the steamer Yakima. During the year 1888 he stopped ashore and engaged in newspaper work on the *Cleveland World*, part of the time in the advertising department and as collector. In the spring of 1889 he shipped as wheelsman on the steamer J. C. Lockwood, which berth he held two seasons, being then appointed second mate of the steamer Yakima, where he also remained two seasons. The following season he went as mate on the Yuma and in 1894 fitted her out and remained on her one month, shipping as mate on the steamer Bulgaria until the close of the sea-

son. In 1895 he went as mate of the Nyanza, and in 1896 held the same berth on the Sitka with Capt. Charles A. Benham, laying up the steamer at the close of the season. Mr. Williams is a young officer, but he has the reputation of being efficient and zealous in the line of his duties. In fraternal affiliations he is a member of the Knights of Pythias, the Knights of the Macabees and the American Association of Ship Masters & Pilots.

Mr. Williams was united in marriage to Miss Carrie E. Peacock, of Cleveland.

CAPTAIN A. OLDORFF sailed on salt water during the first ten years of his marine experience, and after visiting every important seaport in the world came to the Great Lakes in 1875. He has sailed since on many well-known vessels, and has been a shipmaster since 1889.

The Captain was born in Lubeck, Germany, in 1850, son of August Oldorff, a grocer, and commenced sailing at the age of fifteen. He spent three years on the brig Anna, visiting all parts of the world in her and running away from her at New York, where he shipped on the American vessel Golden State, in which he made a voyage round the Horn to Valparaiso and Peruvian ports and return. Then he went to Buenos Ayres, returning in the bark Lord Clarendon, and joined the ship Golden Fleece at New York for a voyage to Foo Chow, China, where tea was loaded for New York again. He spent several years in the West Indies trade with the Trowbridge line, and saw service in a number of coasting vessels on the Atlantic. Afterward he made a short trip to Spain in the bark Ibis, another to Palermo and Naples in a fruit-carrying vessel, and still another in the ship Olga to London, returning thence in a Nova Scotia brig, and he then came to the lakes. This was in 1875, and his first service was with the Bradley line. He was employed successively on the schooners John Burt, John Martin, Alva Bradley and Ahira Cobb, following which service he was wheelsman for six seasons on the steamer Vienna. From 1882 until 1889 he was mate of the steamer Robert Wallace, and

master of her from 1890 until 1895. In 1896 he commanded the steamer *Vulcan*. Captain Oldorff was mate of the *Wallace*, when she went ashore at Marquette in a blinding snowstorm. The only other accident of importance in which he was concerned occurred on board the first vessel in which he sailed, the brig *Anna*; while she was lying in the harbor at Swansea, Wales, with a cargo of gas coal, an explosion of the accumulated gas took place and the decks were blown off. No one was injured, however.

Captain Oldorff was married in 1882 to Miss Louisa Kist, of Cleveland, and they had two children, William and August. Mrs. Oldorff passed away in 1890, and he later wedded Miss Frances Faulhaber.

G. P. ROTH is a genial, broad-minded man, and as an engineer enjoys the fullest confidence of the people by whom he has been engaged since he attained to the rank of chief engineer. He was born at Frankfurt-on-the-Main, Germany, October 3, 1843, and is a son of Michael and Mary (Liebach) Roth, with whom he came to the United States in 1849, locating first in New York City. After eighteen months the family removed to Milwaukee, Wis., where the parents made their home up to the time of their deaths, the father passing away in 1871, the mother two years later.

Mr. Roth, or "Phil," as he is familiarly known, acquired his education in the public schools of Milwaukee. At the age of sixteen years he determined to become a sailor, and his first berth was that of cabin boy in the side-wheel steamer *Traveler*, plying in the passenger trade between Chicago and Milwaukee under command of Capt. Barney Sweeney. In the spring of 1858 he shipped as porter in the passenger steamer *Gazelle*, the next season going as watchman in the steamer *Sunbeam* and learning to wheel at the same time, as, through his invariable good nature, he would relieve the regular wheelsman at times. He was thus able in the spring of 1860 to ship as wheelsman in the passenger steamer *Comet*, holding that berth throughout the season, and in the spring of 1861

he was appointed second mate of the same boat. During the next three years Mr. Roth worked in the engineer's department of the Goodrich Transportation Company at Manitowoc, Wis., with the purpose of becoming a marine engineer, and in 1865 he shipped as oiler in the passenger steamer *R. N. Rice*. He followed with a season in the steamer *Orion* as second engineer, with a license which he had taken out the previous winter, and in 1867 he was appointed second engineer of the steamer *Sheboygan*, after three years in that berth receiving promotion to the office of chief of the same boat, which he ran successfully for six consecutive seasons. In 1877 Mr. Roth purchased the side-wheel steamer *Isabella* at Oshkosh, Wis., and started for the Yazoo river, where he and his companions in the enterprise expected to make a fortune. They went by way of the Wisconsin and Mississippi rivers as far as St. Louis, where they were quarantined, and they eventually gave up the Yazoo river expedition, returning north up the Illinois river to Peoria, where they established themselves in the passenger and freight business, plying between that city and Beardstown.

The *Isabella* being finally sold, Mr. Roth returned to the lakes and was given the appointment of chief engineer on the steamer *Chicago*, of the Goodrich Transportation Company, in whose employ he had passed many seasons. In 1881 he brought out the new passenger steamer *City of Milwaukee*, and when she was sold to the Milwaukee & Grand Haven Co., he went with her as chief, running her five years. During this period he was chief of the winter boat of the line, and in the winter of 1883-84 was in the steamer *Michigan* when she was frozen in the ice in mid-lake, where she was confined forty-days, the crew subsisting during the latter part of their imprisonment on very short rations. At the breaking up of the ice in the spring the *Michigan* sank, the crew succeeding in getting on the ice, however. They walked ashore, a distance of twenty-five miles, having no food for many hours, and arrived at Saugatuck, Mich. In the spring of 1886 Mr. Roth returned to the employ of the Goodrich Transportation

Company as chief engineer of the Chicago, which he ran until the close of the season of 1890. The next spring he went to Cleveland and brought out new the steamer Atlanta, remaining in her until the twin-screw steamer Virginia was completed, when he brought her out as chief, and he has retained that office to the present time. Socially Mr. Roth is a member of the Marine Engineers Beneficial Association, No. 77, at Manitowoc, and represented that body as delegate to Washington in 1896; he was presiding officer in 1897, and is now past president. He also belongs to the Independent Order of Odd Fellows and the Ancient Order of United Workmen.

In June, 1863, Mr. Roth was united in marriage with Miss Annie Burkhardt, daughter of Philip Burkhardt, of Manitowoc, Wis., and their new and modern home is located at No. 414 Eighth street, that city.

S. S. CREADON was born November 21, 1865, at Cleveland, Ohio, and attended school until 1883. His first experience on the lakes was as assistant cook on the steamer Mary Jarecki, which went ashore in a heavy fog off Au Sable light; the crew were all saved, however. The next year Mr. Creadon went as steward on the Iron Duke, following this in 1885 by service in the same capacity on the iron tug Record, under Captain Bates. The Record was named in honor of the *Marine Record*, while that paper was published by A. A. Pomeroy, and it was the purpose of her builders, the Globe Iron Works Company, to sell her to the city as a fire boat, which was much needed on the Cuyahoga at that time; this laudable purpose was overruled by the fire board, and a wooden hull was built for that purpose, and named the J. H. Weatherly. In 1886 Mr. Creadon accepted a position on the schooner J. S. Richards, Capt. Joseph Church; in 1887 he went on the Golden Fleece; in 1888 on the steamer D. C. Whitney, Capt. Dan Ingham; in 1889 on the steamer George Spencer, Capt. Dick Jollie; in 1890 on the steamer C. B. Lockwood; and in 1891-92 on the steamer Castalia, Captain Allen. During his long term of service on lake craft Mr. Creadon was

considered one of the most successful stewards on the lakes, and his services were always in demand. He is now in business at No. 590 Pearl street, Cleveland, and he makes friends of all whom he meets in a business way as well as socially.

In 1894 Mr. Creadon was united in marriage with Miss Kate McLaughlin, and one son, George E., has been born to this union.

ISAAC MACDONALD is the third eldest of four sons of Donald and Hannah (Doyle) MacDonald, all of whom have followed in the footsteps of their father and attained prominence in marine circles.

Isaac MacDonald was born near St. Catharines, Ontario, November 5, 1868, and there he attended school. At an early age he started life's work in a confectionery establishment, and learned the business thoroughly, being employed at same for nine years, six in his native town, and three in Buffalo, N. Y., to which city he removed with his parents in 1886. He started steamboating as lookout on the Vanderbilt, on which boat he remained two months, finishing his first season on the Tioga, and the following one serving as wheelsman of the Commodore. In 1891 he went into the Idaho, wheeling her two seasons and acting as her second mate for three more, when he was transferred to second mate's berth on the Commodore. He continued thus for one season and part of another, and in 1897 was promoted to the position of first mate on her. It is only necessary to say that he is "one of the MacDonald brothers," this being accepted as a first-class recommendation by all masters and vessel owners.

Mr. MacDonald was united in marriage with Miss Carrie Phelps, of Buffalo, December 29, 1891, and this union has been blessed with two children. They reside at No. 561 South Division street, Buffalo, N. Y. Socially he is a member of Red Jacket Lodge, Royal Arcanum.

CAPTAIN JOHN W. AVERILL, deceased, was born at Canandaigua, N. Y., in 1817, the son of William and Polly Averill. During his boyhood he attended the public

schools of his native city, remaining there until his twentieth year, when he commenced his marine life, going on the Black Hawk as boy with Capt. Daniel Green. He gradually passed the successive stages of a sailor's life until he became master, in which capacity he served for many years, being engaged thus the greater part of the time from 1837 until 1854. He then purchased a small coasting vessel, and followed this line of work in his own interest for several years. In 1862 he built the U. S. Grant, which he sailed for many seasons, also purchasing other small vessels until about 1874, when he retired. He made his home in Painesville, Ohio, where he died in December, 1891.

In 1840 Captain Averill was married at Painesville, to Miss Mary E. Hall, and to them were born seven children: Clara J., Capt. William L., Daniel M., Capt. John W., Mary J., Capt. Benjamin H. and James H.

JAMES ANDERSON, one of the oldest and best known engineers on the Great Lakes, is a son of James and Nancy (Armour) Anderson, farming people, who were natives of the North of Ireland.

Our subject was born in County Antrim, Ireland, March 2, 1842, and spent his early life on his parent's farm. In 1861 he emigrated to the United States, and immediately commenced life on the lakes, on which water he has since been employed. His first work was as fireman on the Oneida, where he remained for two seasons, following with one season each on the Empire State, Nebraska, Comet, and Idaho. After this he was oiler on the last-named steamer six seasons, second engineer thirteen seasons, and chief engineer of her eight seasons, making a total of twenty-seven consecutive seasons on the one boat. This is undoubtedly the record for length of service on one steamer and speaks volumes for his steadiness and efficiency. For the season of 1896, the Idaho having been laid up, Mr. Anderson accepted second engineer's berth on the Niko, remaining on her all of that season, and the season of 1897 filled the same position on the Montana. He has been un-

sually fortunate, never having been in a wreck or collision of any consequence. He is a member of No. 1, M. E. B. A., of Buffalo, of Red Jacket Lodge, I. O. F., and of Lake Erie Commandery No. 161, F. & A. M.

Mr. Anderson was married, in February, 1873, to Miss Mary Armour, of his native place, and they have one daughter, who is the wife of Henry Turner, of Buffalo. The family reside at No. 25 Lowell Place, Buffalo, New York.

CAPTAIN FRANK JACKMAN is now the only representative in Toronto, sailing the inland waters, of a family of mariners which has been prominent in Toronto marine circles for over a half century. He is the owner of the tug Jubilee, and has a controlling interest in the schooner E. A. Fulton, and he is a sailor worthy his famous sire, who was one of the pioneer navigators of the north shore of Lake Ontario.

Capt. Frank Jackman is a native of Toronto, born in 1857, and he received a thorough education in the public schools of that city, proving a very apt pupil, so that when he shipped as an apprentice in his father's schooner, the Paragon, in 1872, he was justly considered a well-informed lad. The following year, 1873, his father exchanged vessels, and Frank became his chief officer in the schooner Eureka, towing between lower lake ports. In 1874, having received his certificate, he brought out the tug Young Lion, and commanded her successfully all through the season. Preparatory to putting the tug into winter quarters at Toronto, Captain Jackman took her over to Port Dalhousie to the dry docks, and on November 28, while running across Lake Ontario, the Young Lion caught fire and was burned in mid-lake. There was a backhead door in the boiler, and it is surmised that the flames worked out there and set fire to the bulkhead. The Captain and his crew of four were compelled to take to the small boat, which accidentally, but fortunately, they had on board, and they rowed to Toronto in half a gale of wind, and almost perished with the cold. At that late season of the year the tug could carry no insurance, so

that Captain Jackman's loss was total, but undaunted he went to work immediately to accumulate the money for a new outfit, and with that end in view shipped as mate in the steamer Watertown, plying between Toronto and the river Humber. Later he sailed in the steamer Golden City, and then bought the tug Clark, with which he towed in and around Toronto harbor until 1882, when he built the tug Frank Jackman. He ran this tug until he sold her, in the beginning of the season of 1897, to a party in Cornwall, and acquired the tug Jubilee; he also owns a controlling interest in the schooner E. A. Fulton, engaged in the timber trade between Georgian Bay and Collins Inlet, under command of Capt. John Phillips.

In 1878 Captain Jackman married Miss Fulton, daughter of Civic Contractor Fulton, of Toronto, and they have a family of five children.

CHARLES E. MASON, who had charge of the engine room of the tug Englesbe during the season of 1896, was born in Ashtabula, Ohio, in 1872. He is a son of Capt. David W. Mason, who commanded numerous sailing vessels on the Great Lakes during the years past and who now lives in Ashtabula. The son dates his lake experience from the year 1888, when he became fireman on the tug R. J. Cram. Following this he was fireman on the W. S. Carlin, Nat Stickney, Kunkle Brothers, Sunol, and William D. In 1893 he secured his first engineer's papers and since then he has been engineer of the Kunkle Brothers, Walter Richardson, L. P. Smith, Selah Chamberlin, Daisy, Ciscoe, Mascott, and Loretta Englesbe.

WILLIAM R. KUEHLE, the efficient and popular manager of the Western Sand Company, dealers in pumped lake sand and gravel, with yards at the North avenue bridge, has been identified with the lake marine since 1877 and has held his present position since 1897. He was born in Cleveland, Ohio, in May, 1855, a son of Ludwig and Margaret (Retting) Kuehle, who were natives of Germany, and on emigrating

from that country to America, in 1849, located in Cleveland. The father, who was a dyer by trade, had charge of the Northern Ohio Woolen Mills at that place, up to the time of his death, which occurred in 1895. The mother died in the same city.

William R. Kuehle grew to manhood in Cleveland, acquiring a fair education in the schools of that city. After coming to Chicago, in 1877, he commenced sailing on the steamer Charmer, engaged in the excursion and towing business, and on her remained as engineer for three years. He was then engineer on the tug Pearl, and as such made an extended trip to New Orleans. During 1884 and 1885 he was master of the Pearl, after which he joined J. W. Palmer as engineer, engaged in the tugging and excursion business. He next purchased a half-interest in the tug E. E. Rice, which he still owns, in connection with which he now owns a half-interest in the steamer Cyclone, both being engaged in the excursion business, and sailing from the foot of Van Buren street, and at one time owned a half-interest in another tug, which he later sold. He now devotes his entire time and attention to the sand business and is meeting with a well-deserved success.

He obtained his first license as engineer in 1878, and for several seasons was manager of the Van Buren Street line of excursion boats. In his present position he has from ten to twelve men under him.

WILLIAM G. BECKBISSINGER is a native of Germany, having been born at Wurtemberg, October 16, 1867. His parents are George A. and Annie M. (Scholl) Beckbissinger, also of that place, where the father is in the milling business. Our subject has four brothers and two sisters, of whom John A. is a florist of Lansing, Mich.; another brother is in the postal service at Stuttgart, Germany; one is in the milling business; and the other is employed in a paper mill in the old country.

William G. Beckbissinger attended school and assisted his father in his native city until fourteen years of age, when he secured employment as oiler in a paper mill. He remained there two years, at the end of

which time, believing that advancement in any profession was more rapid in America, he emigrated to these shores. This was in 1884. For the first six years he worked in machine shops, and in 1890 took to steamboating, starting on the *Iron King* as oiler, in which capacity he served three seasons. In 1893 he received his first issue of license, as second engineer, and shipped on the *Wyandotte* for that season. In 1894-95 he was second on the *W. R. Stafford*, and in 1896 went onto the *John Oades* as second, remaining on her until August 14, when he went as second to George Lawrence on the *Appomattox*, which they brought out new. He has continued on her ever since.

Mr. Beckbissinger was married at Detroit, Mich., in 1895, to Miss Fredericka Leucht, of Wurtemberg, Germany, and one child has blessed their union. The family residence is at No. 94 Lafferty street, Detroit, Mich. Mr. Beckbissinger is a member of the M. E. B. A. No. 3, of Detroit, and also of Detroit Lodge No. 6, A. O. U. W.

CAPTAIN J. W. AVERILL, of Grand River, Ohio, was born in Richmond, Ohio, in December, 1853, and is a son of John W. and Mary E. Averill, natives of Canandaigua, N. Y., and Fairport, Ohio, who were born in 1817 and 1821, respectively. The father was for several years a master and vessel owner on the Great Lakes, and in 1861 the desire for marine life also influenced the son, who went as boy on several vessels. Prior to this time he had attended school in his native town. The following years he served as mate or master on the *Jones*, *Brooks*, *Barkalow*, *Sasco*, *Fred Kelley*, *M. R. Warner*, *Porter*, *James Couch*, *George Ely*, *King Sister*, *Orphan Boy*, *Frank Perew* and *Minnehaha*. About 1883 he began the fishing business with gill-nets and tugs. By 1885 the business had increased to such proportions that a shipping and packing house was engaged, and he began the use of pound-nets. To-day he operates branch houses and fishing stations at Pittsburg, Penn., Fairport and Vermilion, Ohio, and Cheboygan and Munising, Mich. In 1883 Captain Averill built the *Helene*, the pioneer

fishing steamer of the present fleet on Lake Erie, and with this boat the present system of cork and lead on gill-nets was brought to the notice of the home fisherman. The business has greatly increased of late years under the Captain's management, and at present he operates one of the best known fisheries in his vicinity.

CAPTAIN JAMES RICHARDSON is one of the most experienced mariners on the Great Lakes, having held many important positions aboard different vessels, not the least onerous of which is his present office, that of chief mate on the big steamer *Chippewa*, of the Niagara Navigation Company's line, on the run between Niagara river ports and Toronto. Always faithful to his duties, respectful to his superior officers and firmly courteous to the men beneath him, Captain Richardson is well liked by all.

Born at Dublin in March, 1829, the Captain is a true Irishman, but he lacks not in affection for Canada, the land of his early adoption, for he was only seven years of age when his parents brought him hither, landing at what is now Church street wharf, Toronto, then Little York, in July, 1836, just the year before the William Lyon McKenzie rebellion in Upper Canada. Being of the Roman Catholic faith his parents had him educated under the care of the Church, in the schools of that time, and the young man proved a clever pupil. Living at a lake port and constantly seeing vessels arrive and depart, he acquired a liking for the water, and at the age of thirteen began sailing, going in the spring of the year 1842 as mess boy in the sailing vessel *James Coleman*, of St. Catharines, under the late Captain Emslie, the vessel's chief mate being Sam Sherwood. She traded on Lake Ontario. The following season he acted as seaman in the same vessel, and leaving her the next year he went as sailor in the brig *Ocean Eagle*, of Buffalo, trading between Buffalo and Chicago. In April, 1857, he shipped as first mate in the schooner *Alameda*, of Toronto, trading on Lake Ontario, and remained in her two years, transferring in April, 1860, to the schooner *John A. MacDonald*, as chief

mate, which berth he occupied one season. In September, 1863, he took the position of second mate in the schooner *Rainbow*, of Detroit, and stayed with her until December, 1864, trading between Chicago and Buffalo. During 1865 he traveled through the United States, and the next spring shipped as chief mate in the brig *Flora de Mara*, of Montreal, trading between Milwaukee and Kingston, sailing in her two years. She was one of the largest ships on the lakes at that time. Coming back to Toronto, he purchased the schooner *J. G. Baird* and sailed her on Lake Ontario, as master, for three months, when, receiving a favorable offer, he sold her, and, in July, 1874, shipped as first mate in the steamer *Clyde*, of Montreal, on which he continued for five months in the passenger and freight business on Lake Ontario. In the year 1879 he shipped in the steamer *Southern Belle*, of Halifax, as chief officer, remaining in her for five years; the *Southern Belle* was a blockade runner during the Civil war, and was brought to Lake Ontario at the close of the war by Messrs. Keith & Fitzsimmons, of Toronto, who had her remodeled. She ran for several years in the passenger business on Lake Ontario, chiefly on the Hamilton-Toronto run, and was finally broken up on the marine railway at Picton, Ont., in the year 1889, and sold for old metal. On leaving the *Southern Belle*, Captain Richardson, in the spring of 1888, became chief mate of the new steamer *Cibola*, which was built that year by the Niagara Navigation Company, of Toronto, to run between Toronto and Lewiston, N. Y., and burned to the water's edge in Niagara river in 1894, the second engineer losing his life. Captain Richardson was not mate in her at the time, however, he having been advanced in the spring of 1894 to the office of chief mate on the steamer *Chippewa*, belonging to the same company, and under command of Commodore McGriffin, which responsible position he has held ever since.

Captain Richardson has been married twice. In October, 1857, he wedded Miss Gray, of Toronto, who died in the year 1871; no children were born to that union. In 1877 the Captain was again married, and

one son, James, was born to this union, who is now on the steamer *Chippewa*, along with his father, as a deckhand. Captain Richardson is independent in politics, always voting for what he considers the best measures and the best men. He has always remained true to the religion of his forefathers, being a member of the Roman Catholic Church.

With so long and active a career on the water, it is only natural that Captain Richardson should have had some exciting adventures. In the late autumn of 1861, when he was in the schooner *Omar Pasha*, that vessel was driven ashore on the rocks at the foot of Lake Ontario, a terrific gale and snowstorm prevailing at the time. Capt. Frank Jackman was in command, and he bravely had all the men out of the boat before he left her. She was laden with 16,500 bushels of wheat, and both cargo and vessel belonged to Messrs. Gooderham, of Toronto, from which port she was bound for Cape Vincent. All hands managed to scramble off on the rocks, and from there got safely to land, excepting the man cook, who slipped away in the darkness and was drowned. Cargo and vessel were a total loss, only the mast being saved. The ship broke in two and all the grain was flooded out of her. Remaining in the snow and cold until daybreak, the captain and crew then struck out afoot, and found a habitation where they were hospitably cared for. In the summer of 1845 Captain Richardson had a close call in the brig *Ocean Eagle*. While crossing Lake Erie with two locomotives aboard, she was struck by a squall and capsized, the great weight on her deck having made her topheavy. Both locomotives rolled off into the lake and were never recovered. All hands clung to the capsized vessel until they were picked up by the steamer *Keystone State* and put ashore at Dunkirk. Captain Todd, of Buffalo, who had command of the brig, secured a wrecking tug and brought in his vessel, which was ready to sail again in a few days.

C. CASTLE is perhaps one of the oldest lake engineers, and it has been his favor to have charge of some of the best machinery.

He has also received much honor from the Brotherhood of Marine Engineers, having been the second grand chief elected by that body after its organization. His career opened in 1868, as oiler on the steamer *Northern Light*, J. Kendall, chief engineer, and it is notable among engineers that, being a perfect machinist, he jumped the position of second engineer and was appointed chief in the old Northern Transportation line of steamers; first in 1872 on the *Buckeye*; in 1873 on the *Vanderbilt*; in 1874 on the *Maine*; and in 1875 he was re-appointed to the *Vanderbilt*; which he laid up at the end of the season and went ashore at Cleveland, taking charge of the rubber works of W. H. H. Peck, where he remained three years. In 1879 Mr. Castle took charge of the engines of the Cleveland Burial Case Company, serving in this capacity three years, when he went aboard the propeller *Havana*, of the Hanna line, with which he continued for three seasons. During President Cleveland's first term Mr. Castle was appointed engineer at the postoffice, resigning this position to enter the employ of the Rhodes line of steamers. He brought out the steamers *R. R. Rhodes*, *Neosho* and *Neshota*, remaining in this employ until the season of 1890, when he entered the Minnesota line as engineer of the steamer *Metoa*, on which he served but one season. In 1891 he became chief of repairs and construction for the Corrigan line of propellers and he remained with this line four years, having charge of the *Italia* one year, and the *Aurora* three years. In 1895 Mr. Castle took charge of the machinery of the Cleveland Linseed Oil Works. He retired from active service on the lakes in the summer of 1896.

CAPTAIN ROBERT S. FIELD, who began sailing sixty years ago, has had a long and varied nautical experience on ocean, lakes and rivers. His father, Robert S. Field, Sr., clung to the land as tenaciously as the son followed the water, and during his whole life, as is related, never set foot on a ship unless she was fast at a pier.

Captain Field was born in Wells, Somersetshire, England, July 11, 1825. At

eleven years of age he joined a collier called the *Mutual*, and sailed in her as boy for five years between Sunderland and London. On completing his apprenticeship, he shipped on the *Talisman* for a voyage to New York and Charleston, and then went with the ship *Cairo*, of London, to Quebec, with passengers, from that port proceeding to Montreal, where he left her and joined the lake schooner *Scotia*, on which he sailed three years. Following this he spent some time on the *J. W. Bolton*, of Toronto, and, at the time of his marriage, in 1850, he was sailing on the schooner *Evin*, of Kingston, on which he remained two years. He then went to Cleveland on the brig *Mayflower*, and spent the following winter on the Ohio and Mississippi rivers, plying between Pittsburgh and New Orleans; after this he spent the winters on the rivers for a number of years. The Captain saw service on the schooner *Middlesex*, the steamer *Cleveland*, the propeller *Globe* and the scow *Elmira*, and during 1860 and 1861 he worked in a rolling mill in Cleveland, after which he sailed in the schooner *Consuelo*, helped build the schooner *S. V. R. Watson*, on which he sailed as second mate, and was employed in other vessels as seaman, second mate and mate. In the winter of 1863 he joined the gunboat *Black Hawk* on the Mississippi river, remaining in her until she was burned, and then going as quarter gunner on the gunboat *Tempest*, upon which he continued until some time after the war closed. Returning to the lakes he was in the *Henry L. Lansing* and other vessels until 1869, when he purchased the tug *A. B. Nelson* and ran her on the Cuyahoga river for eleven years. Then he became owner of the tug *Florence*, and did a large amount of the towing necessary in the construction of the breakwater at Cleveland. Since that time Captain Field has remained for the most part on shore, engaged as stationary engineer. He was employed in this capacity in the Cleveland Water Works tunnel for two years, while it was in course of construction, and he has now been employed five years as engineer in the works of the Lake Erie Iron Company.

Captain Field was married, in 1850, to

Miss Mary Murphy, of Oswego, and their family consists of four children—Jane, Rose, Kate and Robert H. The son is a successful marine engineer.

CAPTAIN WILLIAM CHAMBERLAIN, the well-known master of the *Adella Shores*, plying between Chicago and all lake ports, has spent almost his entire life upon the water, becoming a sailor at the early age of six years. He was born in Suffolk, England, in 1832, a son of Joseph and Mary (Roberts) Chamberlain, natives of the same shire. The father, who was also a seafaring man, engaged mostly in fishing and whaling, lived and died in England.

The Captain began sailing with his father in 1837 off the east coast of England, and on leaving home at the age of sixteen, went to Blyth and served two years as a sailor on the brig *Darling*. He finished his time on the *Darling*, and wintered on the Danube river. For some years he sailed on salt water, during which time he visited all of the important ports of the world, and in the English merchant marine went up the Baltic, and later to Jamaica, West Indies, and the Dry Tortugas. In 1849 he returned to England, where he shipped in the bark *Cecil*, of Greenwich, for San Francisco, being six months and twenty days in making the passage. There he left the boat and shipped on the *Fulbert*, of Bath, Maine, for Hong Kong, China. Leaving that vessel on the Chinese coast, he shipped on the *Sheridan* for London, England, thence proceeded to Newport, Wales; on arriving at this port he joined the *Francis*, of Portland, Maine, bound for New York City, where he arrived after a stormy voyage of six months and twenty days. After stopping for a short time in Buffalo, he proceeded to Chicago in September, 1852, and there he has since made his home, honored and respected by all who know him.

Captain Chamberlain commenced sailing out of Chicago on the schooner *Alert*, was later on the brig *Clarion*, of Erie, sailing her from Chicago to Buffalo, and the next year was made second mate of the schooner *Lansing*. In 1854 he was on the ill-fated schooner *Porter*, when she cap-

sized off North Point, near Milwaukee. In 1858 he was appointed master of the *Commodore Preble* and held this command for four years; and then was mate of the *Junia-ta Patten* during the season of 1862; followed by a like berth on the brig *Pidgeon* and the *William H. Stephens*, serving previous to this as captain of the *S. F. Gale*; and for some five or six seasons was master of the *Cherubusco*, and he further was in command of the following vessels: The schooner *Gertrude*, of which he was master two years; later was captain of the bark *Simms* for four years; the schooner *Florence Golden* five years; the schooner *Owasco* one year; the schooner *Kate Winslow* for a part of a season, which he finished on the bark *Wells*. Then on the *James Couch* for two or three years; of the steamer *Bessemer* two years, owned by the firm of Wolf & Davison, who also owned the *Jim Sheriffs*, of which he had command for one year. He was next master of the *Burmah*, belonging to Leopold & Austrian; followed by two years on the steamer *Argonaut*, from which he transferred to the *Escanaba*, owned by Owens, in whose employ he remained for some time, when he took charge of the *Adella Shores*. With the exception of the year 1871, which he spent on shore, Captain Chamberlain has been an active participant in marine affairs since coming to Chicago, of which city he has been a resident for the past forty-five years, and is widely and favorably known among lakefaring men. He is an honored member of the Masters & Pilots Association.

In 1853, at Buffalo, N. Y., Captain Chamberlain was married to Miss Mary J. Chestall, and to them were born seven children: Mary J., deceased; Samuel, now master of the *Escanaba*; Anna; William, who is also a sailor; Adaline; Joseph, deceased; and Emma.

CAPTAIN PETER WEX is a native of Germany, a son of Peter and Dorothea (Linn) Wex. There were three other children in the family: Lawrence, who is engaged in the wholesale wrapping paper business at Buffalo; Elizabeth, wife of Joseph Hern, of Buffalo; and Henry, a printer,

who is now deceased. Peter Wex, the father, was a farmer in his native country, but was engaged in the hardware and coal business at Buffalo previous to his decease in 1891.

Captain Wex was born December 24, 1842, and attended school in his native place six years. He was twelve years of age when he emigrated to America; the family locating at Buffalo, N. Y., of which city he has been a resident forty-two years. In 1868 he purchased the schooner *Resolute*, of which he was captain, but she was substantially in charge of sailing masters until Captain Wex took active command. In 1871 he left her to engage in the coal business at Buffalo, and she was lost October 20, of that year, under Long Point, where she went ashore in a gale. She was insured with the Albany City and Security, of New York, but her owner received only a small percentage of her insurance because of the embarrassment of the respective companies caused by their losses at the great Chicago fire.

Captain Wex conducted the coal business four years and between 1871 and 1879 was the owner of several schooners navigating on the Great Lakes, in 1879 being master as well as owner of the schooner *Mary Birkhead*. The succeeding season he sold her and purchased the schooner *Golden Rule*, which he sailed two seasons. In 1882 he was master and owner of the schooner *City of the Straits*, and was later master and owner of the schooner *Annie Vought* and the steamer *Potomac*, sailing the latter two seasons as a steamer and three as a barge after she was dismantled. He was next master of the steamer *St. Louis* for a period of six seasons, during which time she had for her consorts the barges *Annie Vought* and *Potomac*, both of them owned by Captain Wex. In 1892 he was given master's berth on the steamer *Inter Ocean*, which had for her consort the barge *Richard Winslow*, owned by him, and he has sailed the *Inter Ocean* eight consecutive seasons. On November 27, 1896, Captain Wex was the victim of a vicious assault made upon him by two discharged watchmen, while his vessel was at the dock at

Escanaba, where she had run in for shelter while on her way to Milwaukee. They had been discharged and paid off by the Captain, the amount due them being small, as they had only shipped from Toledo. While he was returning to the vessel after purchasing a newspaper, the watchmen attacked him and he was so badly pounded and bruised that from the time he reached his home he was compelled to remain indoors substantially all the succeeding winter, under the treatment of his physician, because of the severe shock to his nerves. His assailants were arrested and partly paid the penalty of their brutality by being locked up in jail for several months. Captain Wex is a member of the Ship Masters Association, and carries Pennant No. 966. He is also a member of the local Harbor No. 41, of the American Association of Masters and Pilots.

He was married at Buffalo, in 1865, to Miss Louisa Domedion, who died October 3, 1893, and by whom he has had seven children: Louisa Regina, married to Charles Strout, of Rouseville, Penn.; Anna Dorothy; Elizabeth, married to Fred E. Allen, of Buffalo; Mary Magdaline, married to William F. La Reau; Peter J., real-estate dealer in Buffalo; Dorothy Barbara and Hattie L. They have a very comfortable home at No. 151 Morgan street, Buffalo.

CAPTAIN WILLIAM H. SOLMES, master of the steamer *Corona*, one of the fine vessels belonging to the Niagara Navigation Company, of Toronto, is a sturdy lake sailor of the best type. He was born January 16, 1850, in the township of N. Marysburgh, Prince Edward county, Ontario, and he still resides at the old homestead in that county, that valuable holding having become his own.

The Captain secured a solid education in the public schools of his native county, and early took to the water, his first venture on the lakes being as cook in a Canadian schooner trading principally on Lake Ontario; this was in 1863. For three years he had charge of the galley, and it is a good voucher for his ability as a chef that neither the captain nor any of the crew during those years suffered from indigestion

or dyspepsia. Later he shipped before the mast and eventually became mate on several schooners, sailing until 1873, when he abandoned the lakes for a couple of years. In the year 1866 he was with Captain Taylor, of Kingston, the present inspector. Until 1875 the Captain was in California and Nevada, where he held a position with Mr. John McKie in the Hale & Norcross mine; coming back to Canada, he resumed sailing in that year and continued for a time in different schooners, finally transferring to steam vessels in the Montreal trade. In 1876 he was on the steamer *Alexander*, succeeding which he was mate of the propeller *Oswego Belle*, and for the eight years following he was mate of the steamer *Empress of India*, leaving her for his first command, the steamer *Rothsay*. He was next on the steamer *Merritt*, and subsequently he took charge of the steamer *Empress of India*, sailing between Port Dalhousie and Toronto in the passenger and fruit, carrying trade. Leaving her he went into the employ of the Niagara Navigation Company, in command of the *Chicora*, plying between Niagara Falls and Toronto. When this company built the new steamer *Cobila* he was put in command and sailed her two years, until she was burned in Lewiston in 1894. The following season the company had the steamer *Corona* constructed and Captain Solmes has been captain ever since she was launched in 1895.

WILLIAM L. WEBSTER, who, for several years was prominently identified with the lake marine, but now chief engineer of the J. Q. Adams school on Townsend street, Chicago, was born in Chatham, Province of Ontario, Canada, in 1857, and is a son of James T. and Alice (Butler) Webster, natives of Scotland and Canada, respectively. In early life the father emigrated to Canada, and is now a resident of Florence, Ontario, where he is engaged in the undertaking business the mother is deceased, having died in Canada.

William L. Webster was reared at Florence, and at Chatham learned the machinist's trade, serving a four-years' apprenticeship. Early in life he also obtained a

thorough knowledge of the workings of marine and stationary engines, and for eighteen years was identified with the lakes. In 1880 he sailed from Windsor, Canada, as engineer on the old tug *Beaver*, and the same season was also on the W. F. McRae, after which he was on the carboat *Michigan*, running on her until the winter of 1881. He then filled the same position on the passenger boat running from Detroit, Mich., to Windsor, Ont., and was next chief engineer on the excursion boat *Garland*, running to Belle Isle and other points, going thence to the E. K. Roberts, plying between Detroit and Duck island, and the next season was chief engineer of the *Chamberlin*, engaged in the lumber trade out of Saginaw, Mich. He then brought out the steamer *Gogebic*, which was engaged in the iron and grain trade on Lake Superior, and the following season was chief engineer of the L. W. Palmer, in the coal and iron ore trade. The next season he was chief engineer on the *Chemung*, plying between Buffalo and Chicago in the grain and package freight business; accepting a position with the American Steel Barge Company, he was on various boats as chief engineer for some time, then joined the *Columbia* as chief for three years. During the winter of 1895-96 was chief engineer at Cairo, Ill., on the government dredge *Beta*, plying on the lower Mississippi, and one of the largest dredges in the service. Its machinery consisted of two engines of 1,500-horse power, triple expansion, and four cylinders, 20½, 33, 38 and 38 x 24, and also an engine of 500-horse power, cross compound. On the third official test, this dredge took out 77,984 4-10 cubic yards of measured sand in one hour and ten minutes, and also cut a channel forty feet wide, six and a half feet deep and eight hundred and fifty feet long in one hour and fifty-seven minutes.

Mr. Webster came to Chicago in 1895, and is now chief engineer of the J. Q. Adams school on Townsend street, while his home is at No. 104, same street. Socially, he is a member of the M. E. B. A. No. 4, of which he is acting secretary *pro tem*, and is also a member of the A. O. U. W., of

Portland, Oregon, where he resided for three years while in the government employ. He holds an ocean chief engineer's license, besides those for lake marine and stationary engines.

Mr. Webster was married in Florence, Ontario, in 1878, to Miss Margaret Kerr Stewart, a native of Glasgow, Scotland, and they have one daughter, Elizabeth A.

CAPTAIN HARRY MONTGOMERY, of the harbor tug *Dreadnaught*, of Cleveland, was born in Bangor, Ireland, in 1861. His father, Capt. James Montgomery, sailed vessels to the East Indies for twenty years, one of them being the sugar ship *Robina*, which he commanded for fifteen years. He was often accompanied by his family on these trips and it was while the ship was lying in the harbor of Bombay that one of his daughters was born on board; she was accordingly named *Robina*, after the name of the vessel. Upon retiring from sailing Captain Montgomery embarked in the lime, coal and brick business on shore. He also owned four coasting vessels. His death occurred in 1896, when he was eighty-seven years of age.

Harry Montgomery commenced sailing at the age of eleven years in the ship *Arbitrator*. On the third voyage to Quebec she was caught in a storm and waterlogged, but they succeeded in navigating her to St. Pierre island, where she remained six weeks, undergoing repairs. Young Montgomery was sent by his uncle, who commanded the vessel, to Halifax on the steamer *George Shadduck*, and from that port he sailed on the steamer *Hibernian* for Liverpool, where he was met by his mother, who, warned by a dream, had come up from Bangor to meet him, although he had informed no one that he was on his way home. For two years he sailed to Troon, Ayr and Ardrossan, Scotland, on his father's vessel, and he then went to sea again. He made a trip from Belfast to Pensacola, Fla., and returned in the ship *Fannie Atkinson*, being absent nine months, and he subsequently joined the *Rosedale*, loaded with steel rails for the New York Central railroad. After a voyage of fifty-six days the vessel reached Bal-

timore in a leaking condition and was placed on the ways for repairs, Montgomery leaving her there and joining the schooner *Ruth A. Price*, in the fruit trade out of Baltimore. After about five months he went to the lakes and shipped on the steamer *Missouri*, serving as deckhand for about half of one trip, when he was made wheelsman, holding that post for the remainder of the season. Then he was wheelsman in the steamers *Oakland* and *Ontonagon*, being wrecked off *Conneaut*, while employed on the latter vessel; the *Ontonagon* had four vessels in tow but was caught in a storm and had to drop them. She was leaking badly and finally broke in two. Eight of the men got off in a fourteen-foot boat, while the remaining five floated about on half a vessel for nearly three days before the tugs *Annie Moiles*, *Cora B.*, *Ella M. Smith* and *S. S. Rumage* went to their relief. In 1883 Captain Montgomery took out his master's papers, and he has since commanded the harbor tugs *Cora B.*, *Music*, *Curtis*, *R. K. Hawley*, *Florence*, *Cushing*, *T. M. Moore* and *Dreadnaught*.

The Captain was married in 1890 to Miss Eleanor Hobson, of Cleveland, and they have two children, *Robina* and *Harry*.

JAMES COTTER, the oldest of two sons of James and Ann (Mahany) Cotter, of Ireland, who emigrated to this country in the year 1857, and settled at Buffalo, was born at Cape Clear, County Cork, Ireland, on November 1, 1856, and when but a year old his parents left him in the care of an aunt, while they came to this country to make a home. When nine years old he came over to meet his parents, and then attended public schools No. 4 and No. 34, at Buffalo, which was the first schooling he had. After six years of study, or when sixteen years of age, he began sailing as boy on the *William Vanatta*, for one season, and the next two seasons was decking and firing on the tug *Jason Parker*, of which he was engineer during the season of 1872, taking her to and laying her up at *Charlotte*. Next season he sailed the *Robert J. Cooper*, which at the close of the season was sold, and taken by him to Montreal.

In 1874 he brought out new the Oscar Folsom, which he later took to Toledo and laid up, then came back and finished the season in the Jason Parker. The season of 1875, he started in the employ of Bennett & Barry, of Rochester, as engineer of their passenger boat Wilcox, remaining on her throughout the season, and the next brought out new the excursion steamer Charlotte and ran her for the same company, then on the City of Rochester for them the following season. In 1878-79-80 he was engineer of E. K. Hart's (the Albion banker) pleasure yacht Loraine, and the five succeeding seasons on the tug George D. Gillson, after which he was on the Oneida three seasons, and John S. Heath one season. In August, 1895, he brought out new the James Kennedy, which he ran during the seasons of 1896 and 1897. During the interval preceding the advent of the Kennedy he was on several sailing vessels, among them the George D. Ruffen and General Worth.

At Youngstown, N. Y., April 15, 1885, Mr. Cotter was married to Miss Katherine Reardon, a native of that town. They are the parents of five children, of whom but two, Ida and Annie, are now living.

Mr. Cotter's father was a lifelong sailor, and died in 1892, and his brother, also deceased, followed the life of a sailor, and the fact that he has twenty-three issues of papers, is proof enough that the love of sailing is hereditary. The family residence is at No. 68 Sandusky street, Buffalo, New York.

CAPTAIN E. THOMPSON, for the past thirteen years master of the tug Erie, and the oldest (in point of service) tug man at the Erie port, was born at that place May 26, 1844.

Captain Thompson began his marine career when a boy of fourteen years of age, under Capt. Malcolm McGill, as cook, deck-hand and engineer on the tug S. C. Brooks, which berth he held two years. His next boat was the Hercules, of which he was engineer, and after serving a year in that capacity he was promoted to master, remaining in that berth for five succeeding

seasons. He was also part owner of this boat. He next was master and part owner of the Mary A. Green, for two years, and subsequently bought the A. L. Griffin, which he ran for about three and a half years, until he sold her to Cleveland parties. Entering the employ of C. F. Dunbar, then of Erie, but now of Buffalo, as master of the Robert Dunbar, he continued thus for the two following seasons, leaving him to accept a like position with O. J. Jennings on the Maggie Ashton, on which he was also for two years. The seasons of 1881-82-83 he was master of the Dexter, at Ashtabula, which was owned by George Field, and during 1884 he stayed ashore. In 1885 he took command of the Erie, and on this boat he has since remained, his service extending through thirteen consecutive seasons. The Captain has twenty-seven issues of papers, and during his long and faithful career as pilot has never been mixed up in collisions or wrecks of any consequence, which fact is sufficient proof of his proficiency in his chosen line.

He was married at Erie in July, 1866, to Miss Catharine Bernhardt, of that city, and their union has been blessed with four children, three of whom are now living: Fred J., who is engineer of the sand boat Major; Louis H., in the lathing and painting business; and Blanche. Captain Thompson and his family at present reside at No. 1023 Twenty-fourth street, Erie, Pennsylvania.

CAPTAIN GEORGE H. BROWN, at the present time mate of the schooner E. H. Ruthersford, of Toronto, Canada, is a native of the Province of Ontario, having been born in 1844, in the town of Cobourg. When he was three years old his parents removed with their family to Colborne, a few miles farther down the lake, and there he was reared and educated. While yet a lad he went on a fishing smack, and was fishing out of Colborne for a short time, and when sixteen years of age he shipped before the mast on the schooner Octavia, on which he passed a portion of the season, his next service being on the Sevilla, a large schooner trading to the upper lakes. Subsequently

he was mate for four seasons on the *Paragon*; for two seasons on the *Thistle*; six seasons on the *Blanche*; two seasons on the *Katie Eccles*; one season on the *Herbert Dudley*; several years on the *Robert McDonald*; one season on the *Octavia*; and for the past nine years he has been chief mate of the *E. H. Rutherford*, under different captains; he has sailed altogether on schooners. During his long career on the Great Lakes, Captain Brown has twice been on vessels that were driven ashore; was once capsized out of a yawl-boat, and has fallen overboard several times, but he has survived all dangers and to-day is as hale and robust as many a younger man.

In March, 1877, the Captain was married to Miss Mary Redfern, of Colborne, Ontario, who also comes from a family of sailors, one of her brothers at the present time serving as captain of the schooner *Keewatin*, sailing out of Toronto. Captain and Mrs. Brown have a neat and comfortable home at Lakeport, near Colborne, Ontario, on the lake shore. To their union have been born four sons and two daughters, namely: Mary Louisa (Mrs. Mounger, of Brockville, Ontario); Edward, Helen, Robert, Harold and Henry. They have all received the best possible advantages for education. In his political preferences Captain Brown is a Liberal, and takes great interest in election campaigns, doing good work in the party's cause. In religious faith he is an Episcopalian.

PETER LAMARE, Sr., one of the oldest engineers on the Great Lakes or their connecting waters, has now for many years been engaged on a side-wheel steamer on the Ottawa river. Mr. Lamare has been a marine engineer since 1844 and dates his life as a sailor from 1840, when he was fourteen years of age. He was born in 1826, in Montreal, Canada, the son of Peter Lamare, who was a farmer, and his first experience in his chosen calling was on the *St. Lawrence* river. He has always been connected with side-wheel steamers.

After he once commenced sailing he continued to follow it steadily and in four years he was a chief engineer. He has been un-

iformly successful in his work and exceptionally fortunate, having never been wrecked. Among other vessels upon which he has been engineer we have mention of the *British Empire*, *Brittish Queen*, *Hercules*, *Atlas*, *Prescott*, *International*, *Gleaner* and *Scotland*.

Mr. Lamare was married in 1852 to Miss Julia Sylvester, of Montreal, and of the children born to their union, Robert is now deceased; Peter is a successful marine engineer on the lakes; the others are Julia, Stephen, Frederick, John, Louis, Josephine and Rosa.

PETER LAMARE, JR., who has been engaged for more than a quarter of a century as engineer on the Great Lakes, was in charge of the motive power of the steamer *Charlemagne Tower, Jr.*, during the season of 1896. He was born in 1852, in Montreal, Canada, and his father, also named Peter, has been a successful marine engineer for many years, at present running a vessel on the Ottawa river, in Canada; his mother was Julia (Sylvester) Lamare. When Peter, Jr., was eight years of age the family removed from Montreal to Ogdensburg, N. Y., where he received his schooling. In 1870 he began sailing, spending three months on the propeller *Lawrence*, of the Northern Transportation Company, after which he was in the ferryboat *Prescott* two seasons, and in the propellers *Milwaukee* and *Garden City* for shorter periods. Following his service on the *Garden City* he joined the steamer *St. Albans*, in which he was wrecked on Lake Michigan in the year 1881. The lake was full of ice, which cut a hole in the bow of the boat, and she foundered twenty miles off Milwaukee. The temperature at that time was twenty-one degrees below zero, and the crew were compelled to row in the small boats to the city, but they succeeded in reaching port in safety. After this Mr. Lamare spent a short time on the propeller *Nashua*; was in the *Selah Chamberlin* one year; in the *Continental* four years as fireman and one year as second engineer; was second of the *Haskell* three seasons; second of the *Colonial* five months and chief of her three months,

and during 1892 was assistant engineer of the John Harper and Superior, in turn. In 1893 he was chief engineer of the Superior until she was laid up in July, after which he became second on the Missoula. He was chief of the Missoula during 1894 and all of 1895 up to the time she was lost on Lake Superior late in the fall, having thrown off her wheel during a storm. She laid in the trough of the sea for twenty-six hours after losing her wheel, shifted her cargo and rolled over on her beam-ends. The crew left her in the yawl-boats, nearly losing ten men through the tipping over of one of the boats, and they were twenty-two hours in making land and three days on shore without anything to eat. Then Mr. Lamare, the captain, and three men took one of the boats and finally succeeded in reaching Sault Ste. Marie, from which point they sent a steamer after the remainder of the crew. During 1896 Mr. Lamare was chief of the Charlemagne Tower, Jr.

Mr. Lamare was married in 1884 to Miss Mary Ellen Countryman, of Prescott, Canada. Their children are: Warren Tilden, Pearl Adeline and Carrie Irene.

G. W. CADY, for several years a prominent and well-known marine man, of Chicago, who, since 1889, has been chief engineer of the Times-Herald building, was born in Jackson, Mich., in 1859, a son of J. H. and Sarah Cady. The father, who was a native of Pennsylvania, removed to Michigan at an early day and married, and there died. The mother located in that state in 1841, and is still a resident of Leslie, Michigan.

The schools of Jackson afforded our subject his educational privileges, but at the age of fourteen years he left his native state and went to Toledo, Ohio, where he commenced his lakefaring life in 1877 as fireman on harbor tugs. At that place he continued to engage in tugging and dredging until he began sailing out of Chicago in 1880 as engineer on the steamer Starrucca, engaged between that port and Buffalo in the freight trade. He remained with this boat one season, and later became engineer on harbor tugs for Van Delsen, being thus em-

ployed until he quit the lakes. During 1881 he made a trip from Toledo to Chicago on a dredging machine. As stationary engineer he had charge of an electric light plant one year, but for the past nine years has been chief engineer at the Times-Herald building, having previously been employed at the old Times building. He received his first engineer's license in 1880, and since 1889 has been a member of the Stationary Engineers Association No. 1, of Chicago.

In 1882, in Chicago, he was married to Miss Laura Haney, a daughter of Benjamin Haney, who was a member of an Iowa regiment during the Civil war and who lost his life while serving his country. Mr. and Mrs. Cady have a family of four children: Bertha, George, Hazel and Walter.

JAMES R. PYNE, the well-known and popular city boiler inspector, of Chicago, was born in that city in 1855, a son of James and Mary L. (Green) Pyne. The father took up his residence there as early as 1851, and successfully engaged in the grocery business for many years. He died in that city April 2, 1898, and his wife only survived him about a month, dying on the 18th of May the same year.

Reared in Chicago, our subject began his education in its public schools, but later attended college at Valparaiso, Ind., thus acquiring an excellent literary education. He learned the machinist's trade in the shops of J. S. Dunham, and remained in the employ of that gentleman for twelve years, during which time he acquired a thorough knowledge of engines and machinery. His experience upon the lakes commenced about 1871 or 1872, when he shipped at Chicago on the tug Little Giant, of the Dunham line, remaining on her one season, after which he was engineer on the Babcock for the same length of time; then held a similar position on the tug A. Mosher for seven years, and acted in the same capacity on the Cromwell for three years. At the end of that time he accepted the position of chief engineer of the Dunning Institute, of Cook county, but resigned eighteen months later, and for six months was superintendent of the Infirmary at

Dunning, being at that place two years in all. As general superintendent he had charge of the entire plant for one year, and in 1894 was chief engineer of the Lake View Water Works, remaining there until appointed city boiler inspector of Chicago in May, 1897. He is ably qualified by practical training to fill his present responsible position, and is serving with credit to himself and to the entire satisfaction of all concerned.

Mr. Pyne received his first engineer's license in 1878. He was a prominent member of the National Marine Engineers Association No. 68, until it was abolished, and served as secretary of the same. He is also a leading and influential member of the Cook County Democracy.

JOHN KENNEDY is another one of that popular, though conservative class of marine men who work their way to the front, beginning at the bottom of the ladder of his profession.

He was born at St. John's, Newfoundland, on April 27, 1862, and at the age of sixteen, in 1878, shipped on the schooner *Jessie May*, a fishing boat, on which he remained two years. He then went on the *Resolute*, from St. John's to Greenland, on a whaling expedition of five months, and returning shipped on several steamers as able seaman and second mate, coasting around to Brazil and the West Indies. His next berth of any duration was on the vessel *J. C. Huntley*, on which he remained four years, two of same serving as her mate. After this he was on the brig *Dawn*, sailing from St. John's to Boston and the West Indies; and from her went onto the *Moran*, of Boston, as able seaman for six months from Boston to Jamaica and the West Indies, in the fruit trade. On her return to Boston, disliking the way her crew was treated, he left and went to New York, where he began his experience on the Great Lakes as lookout on the *Lycoming* for the season of 1889, and wheelsman on her for the seasons of 1890-91. In 1892-93 he was wheelsman on the *Japan*, and was second mate on her during 1894-95, and for the seasons of 1896-97 was mate of the *Juniata*,

making nine consecutive years in the employ of the Anchor line, on whose boats he has served ever since starting on the lakes.

Mr. Kennedy was married at Buffalo, in December, 1891, to Miss Ellen Ryan, of St. John's, Newfoundland, and to them have been born three children; Thomas, Marguerite and Lucy.

He is a member of Local Harbor No. 41, National Pilots Association, of Buffalo. The family residence is at No. 1377 Jefferson street, Buffalo.

CAPTAIN W. A. COLLIER is one of the best known tug men on the lakes, and he has attained his present prominent position by skill, integrity and close application to business. He was born in Peninsula, Ohio, December 31, 1854, and in 1866 came to Cleveland with his father, Major Miles J. Collier, who earned an enviable war record as first lieutenant in the Second Ohio Cavalry. He served three years with that regiment, resigning to accept the appointment of major in the Twelfth Ohio Cavalry, and he was in active service until the close of the war. He was, however, detached to serve on Major-General Blount's staff. After coming to Cleveland he engaged in the marine supply and grocery business.

Captain Collier's first experience on the lakes was on the tug *Charles Castle*, and was followed by engagements on the tugs *Tom Maytham*, *W. D. Cushing*, *C. G. Curtiss* and *Dreadnaught*. His first appointment as master was on the tug *George W. Sigerson*, from which he went onto the tug *Charles Castle*, serving on her four years, and in 1886 he was given command of the tug *Tom Maytham*, on which he remained two and a half seasons. In 1889 he was made manager of the Vessel Owners Towing line, with five tugs under his direction—the *Tom Maytham*, *C. G. Curtiss*, *American Eagle*, *Dreadnaught* and *Florence*. He owned an interest in the *Maytham* and *Curtiss*. In the winter of 1892 the Vessel Owners Towing Company was formed, the complement of tugs being the *William Kennedy*, *Chris Grover*, *Alva B.*, *H. L. Chamberlin*, *Joe Harris*,

Tom Maytham, W. D. Cushing, Dreadnaught, Allie May and C. G. Curtiss, and Captain Collier was made manager of this line. At this writing he is a stockholder, secretary and treasurer, director and general manager of the company, and is giving good satisfaction in every capacity. He holds the same relative positions in the Ash-tabula Tug Company, which was incorporated in 1896, and controls the tugs William D., Sunol, Kunkle Brothers, John Gordon, Red Cloud and Kittie Downs. He also fills the offices of manager and director of the Cleveland Dredge Company, operating dredges on the south shore of Lake Erie and doing a general contracting business. This company was also incorporated in January, 1896.

Fraternally Captain Collier is a Knight Templar Mason, a charter member of Pearl Tent, Knights of the Maccabees, and a member of the Uniformed Rank, Knights of Malta, ranking as colonel on Major-General White's staff. At the present writing he has served several years as grand financial secretary of the Ship Masters Association of the Great Lakes, having been elected to this office January 21, 1891, the date of the formation of the Grand Lodge at Buffalo.

On December 12, 1878, Captain Collier was united in marriage to Miss Lillian G. Beers, and their union has been blessed with five children: Jessie, Fred, Louis, Lloyd and Wilfred.

CAPTAIN FRANK HEBNER is the genial and popular master of the City of Concord, plying between Port Huron and all lake ports in the salt, coal and grain trade. He was born in Jeddo, Mich., a son of Josiah and Hannah (Armitage) Hebner, who were born in Pennsylvania and of Quaker ancestry, and were reared in that State, but at an early day removed to Michigan, where the father opened up and developed a good farm, on which he lived till his death, the mother is still living and now makes her home in Minneapolis, Minnesota.

Upon the home farm Captain Hebner remained until fifteen years of age, when he began his lake-faring career. He was one of the early pioneers in lake navigation,

having sailed for over forty years on the Great Lakes. In 1858 he went before the mast on the schooner Cornwall, from Oswego, N. Y., and was on her a part of two seasons. In 1860 he was made watchman on the steamer Forester, a passenger boat from Detroit, and during the four seasons he remained on her he was promoted to wheelsman and later to lookout. He was then second mate on the John P. Ward; was on the Reindeer, a passenger boat, for one season, and then returned to the Forester, all of which boats belonged to J. P. Ward, in whose employ he remained for some years, during which time he made his home in Detroit. From 1860 until 1882 he was in the passenger service, running between Detroit, Mackinaw and Sault Ste. Marie. For a time he was on the schooner Dunford, out from Port Huron, engaged in the lumber trade, and in 1878 became master, first of the steamer Saginaw, from Detroit in the passenger service, remaining on her during the seasons of 1879 and 1880. She belonged to the River and Lake Shore line, which has since been merged into the Star line. Since 1892 he has lived in Chicago, and is now engaged in the general freighting business to all lake ports. In marine circles he stands deservedly high, and has the confidence and esteem of all who know him.

Captain Hebner was married, in Saginaw, Mich., in 1870, to Miss Jennie McCracken, who is of Scotch descent, and they have become the parents of five children: Maud, Frank A., Blanche, Rea and Genevieve.

CAPTAIN WILLIAM B. GUYLES will long be remembered as a pioneer in the lake trade. A kindly heart and a helping hand were ever noticeable among his many sterling attributes, his generous nature constantly overflowing with the desire to render assistance to those about him, and many were the recipients of his freely given bounty. He was born October 21, 1815, in Ripley, Chautauqua Co., N. Y., son of Simeon and Hester Guyles, who were of Scotch origin, and died at his home at No. 181 Franklin avenue, Cleveland, Ohio, August 13, 1896. The Captain was twice married, his

first wife being Miss Ruby Burnes, of Oswego, N. Y. They had no children, but during their long wedded life they adopted, reared and educated four girls, two of whom were nieces. The kindness which was poured out without stint to these adopted daughters is remembered most gratefully by those to whom it meant the greatest of blessings, and the tender interest of Captain Guyles in their welfare smoothed out the rough places in what otherwise might have been a dreary pathway. Mrs. Guyles died in 1885, and on May 23, 1893, the Captain was married at Northport, Mich., to Miss Esther E. Fenn, of Cleveland, who was born in Brecksville, Ohio, and survives him.

Captain Guyles went early on the lakes, having been employed during his boyhood as cook on a man-of-war. When he was thirteen years of age his parents removed to Erie, and there he attended school for three years, commencing his sailing career at the end of that period. When he was nineteen the vessel in which he was sailing went ashore at Grand Haven late in the fall, and he was selected by her master to choose two other men who would remain on the beach with him during the winter to guard the boat. He made his selection and the captain with the remainder of the crew tramped away through the woods to civilization leaving the other three behind. The snow was mountain high and the weather intensely cold, but the men constructed a log hut and managed to make themselves fairly comfortable with the ship's stores, a large part of which they carried on shore. Among other merchandise in the cargo was a large quantity of whiskey and this fact coming in some manner to the knowledge of the Indians, who were numerous in the woods, the remainder of the winter was rendered exceedingly interesting. The Indians were determined to have the whiskey, but the white men well understood what the consequence would be and stoutly resisted their demand, managing to fight it out successfully and to save the vessel and cargo. For this heroism and bravery young Guyles was next year made mate and a year later master, thus becoming captain before he attained his majority. He sailed twenty

years as commander and during all that time never had an accident that lost a life or any considerable amount of property.

In 1842 Captain Guyles built a house on Abbey street, Cleveland, then Detroit street, where he lived until his removal to the dwelling on Franklin avenue, where his death occurred. He was an active member of St. John's Episcopal Church, and his straightforward, honest life won for him the respect of every one who knew him. He was a member of the financial committee of the Peoples Savings & Loan Association, and for twenty years after he retired from the lakes was in the employ of the Commercial Mutual Merchants Insurance Company, as inspector and surveyor. Captain Guyles was given the credit of being, in 1870, the pioneer advocate of the construction of the Cleveland breakwater. He was interested in the Bethel and gave much assistance to its enterprises.

JOHN KELLY, who at the present time holds the position of second engineer on the ferry *Excelsior*, of the Detroit, Belle Isle & Windsor Ferry Co., is the son of Patrick and Kate (McGegan) Kelly, both of whom were natives of Ireland. He was born January 11, 1867, at Downpatrick, Ireland, and lived at that place until he reached his sixteenth year, when he came to America, settling in Detroit, Mich., where he has had his home for the most part since. Soon after his arrival in this country he determined to follow the occupation of sailor, and accordingly fitted himself for that life, first shipping on the *Sappho*, owned by Walker & Son, upon which boat he remained two seasons as fireman. He then served in the *T. S. Christy* in the same capacity one season, and spent the following season on the *John Owen* as second engineer, since which time he has been engaged by the ferry company. His first season in their employ was spent as second engineer on the *Excelsior*, from which he came to the *Promise* and then returned to the *Excelsior* in the position which he still holds.

Mr. Kelly was married, January 24, 1888, to Mary A. McArdle, of Windsor,

and they have three children: Maggie, Francis and Joseph, the eldest of whom is now in school.

JOHN R. SCHIEBEL, assistant engineer at the Buffalo railway power house, is a son of John and Anna (Harnish) Schiebel. The father was born in Bavaria and emigrated to America with his parents at the early age of three years. He has been connected with the King Iron Works for the last thirty-two years. The mother was American born.

The subject of this sketch, John R. Schiebel, was born at Buffalo, September 3, 1866, and received his education in the public schools and at Bryant & Stratton's College, in that city. In the spring of 1885, after five years in the employ of the King Iron Works, during which time he was learning his trade, he shipped as oiler on the steamer Juniata, under chief engineer J. J. Kiellee, and remained four consecutive seasons on that boat, the three last, however, as second engineer. For the season of 1889 he was second of the Northern Light, of the Northern Steamship line, and in 1890 was second of the Northern Queen until July 1st when he was made chief of the former steamer, and held that position until the end of 1892. During the month of June, 1890, the Northern Queen collided with the schooner Fayette Brown, of Bradley's fleet, of Cleveland. The accident occurred in the north passage in Lake Erie in a fog off Point Pelee at about two o'clock in the morning; the Brown went to the bottom immediately and four of the crew were picked up by the Queen, the balance by the steamer Robert Mills. Mr. Schiebel was appointed assistant engineer of the Buffalo railway power house on March 28, 1893, and still holds that position. He has been a member of the Marine Engineers Beneficial Association since 1887, of the National Stationary Engineers Association, Keystone No. 50, since November 1, 1896, and of the Independent Order of Odd Fellows, Omega Lodge No. 259, for four years.

Mr. Schiebel was married to Emma Ritter on February 17, 1892, and they have two children, Walter and Edwin, aged re-

spectively three and two years. Mrs. Schiebel is the daughter of Felix Ritter, who was with the Tift Iron Works for forty-three years, and from 1850 was foreman of the pattern shop; he is now engaged at times doing pattern work for iron building fronts.

JOSEPH H. McLARY, one of Chicago's well-known marine engineers, and now chief engineer for Wilson Brothers, Chicago, was born in Prescott, Canada, in 1858, a son of Henry and Emaline (Payne) McLary, the former born in Ireland of Scotch ancestry, and the latter born in Canada. For some years the father was a resident of Ogdensburg, N. Y., and in April, 1862, enlisted in the Fifteenth New York Regiment and was killed at the second battle of Bull Run. The mother is still living and now makes her home in Prescott, Canada.

The education of our subject was acquired in the schools of Ogdensburg, N. Y., in which place he spent the greater part of his boyhood and youth, and he learned engineering there and at Buffalo and New York city. He commenced sailing early in life and followed it successfully until 1892, when he accepted his present position with Wilson Brothers, of Chicago. In 1876 he sailed out of Ogdensburg as assistant engineer on the vessel George T. Seymour, engaged in the towing business, and after one season spent on her he entered the T. Teft machine shops, of Buffalo, N. Y., where he spent the winter. He commenced the next season as second engineer on the William Gardner, of Ogdensburg, but closed in the same capacity, on the Inter Ocean, which he laid up at the close of navigation. He then worked at taking out engines for the Argonaut, and was chief engineer of her the next season. Going to New York city the following year, he sailed along the coast for two years and eight months, in the interest of the South American trade, and also in the West India trade, and later worked in a machine shop in New York city, doing marine repairs. Coming to Chicago in 1885, he brought out the Rhoda Emily, which was engaged in general lake trade, and as chief engineer he remained on her one season. He then entered the em-

ploy of the Escanaba and Lake Michigan Transportation Company, remaining with them for nine years, when he left to go again to New York City, and after a time spent in that city, he returned to Chicago and re-engaged with this same company, with which he was connected until entering upon his present duties on November 25, 1892. He has permanently resided in Chicago since 1887, and his home is now at No. 513 Twenty-eighth street.

Socially, he is identified with the old Marine Engineers Association, the Royal Arcanum, and the Foresters.

In Chicago, Mr. McLary was married, in 1888, to Miss Lizzie Flynn, and to them have been born four children, namely: Joseph H., Jr., Edward Augustus, Mary and Lillie.

JOHN WESTAWAY was born November 11, 1837, at Sandwich, Ontario, son of William and Charity Westaway, natives of England, who came there and settled in 1832, when Sandwich was a thriving village, comparing favorably with its neighbor, Windsor. There they resided, on a farm, from that time until their death, which occurred in April, 1862, and November, 1879, respectively.

John Westaway received his early education at the schools of his native place and Windsor, which he attended for several years and he was later a student in the Albion College for some time. At the age of twenty-one he left school, and having a great desire for the life of a sailor he shipped in the propeller Hercules as second engineer, having previously spent time during the summer season in a machine shop in Detroit. He served as second engineer for one year and was then given the position of chief, which he held two seasons, afterward going on the steamer Gore, which ran on the Detroit river in the towing business. Upon the Magnet he acted as second engineer for two years and as chief for the same period and from that boat went as chief to the Forester, a large side-wheeler then running from Green Bay to Escanaba. In 1865 Mr. Westaway went on the Transit, remaining until 1867, when he transferred

to the Great Western, the first car ferry on the lakes. The following years he spent in the Susan Ward and the steamers Ward and Dove, finally, in 1872, entering the employ of the Canada Southern Railroad Company, with which he has since remained. His first experience in their service was on the old Transfer, on which he spent seven years, and later he spent four years on the transport and one year on the Michigan Central. He then superintended the building of the new Transfer at Cleveland, having superintended the building of all the boats, and in 1885 he was given the position he now holds, that of chief engineer of the line.

Mr. Westaway was married in November, 1861, to Miss Frances Buffin, of Rhode Island. They have had three children, Minnie, who is married to Beverley J. Walker and resides in Windsor; Emily, who resides in Amherstburg, Canada; and Albert I., a marine engineer, who has been in the employ of Dunbar Dredging Company eight years.

C. E. STACY, for many years a prominent marine engineer sailing out of Chicago, is now the efficient and popular engineer at the Lincoln avenue cable station of the North Chicago Street Railway Company, which responsible position he has held since 1889.

Mr. Stacy is a native of Michigan, having been born January 10, 1849, at Port Huron, a son of Benjamin and Christine (Stevens) Stacy, the former of whom was a native of Manchester, England, the latter of Pennsylvania. They were early pioneers of Michigan, where the father opened up and developed a good farm, making his home in that State until 1851 or '52, when he removed with his family to Canada, there passing the rest of his days. He and his wife both died near St. Thomas, Ontario, the father in 1886, the mother five years later. They were the parents of thirteen children, our subject being seventh in the order of birth.

Mr. Stacy, whose name introduces this sketch, was about two years old when the family moved into Canada, where he was

reared and educated up to the age of fifteen years, at which time he was sent to Detroit, Mich. Having a burning desire for a life on the lakes, he, in 1867, went on the tug Kate Moffatt, of Port Huron, and sailed out of that port with her one season, then acted as wheelsman. Coming to Chicago in 1868, Mr. Stacy first worked in Robert Tarrant's machine shop, and the following year sailed as engineer from that port on the tug S. V. R. Watson, remaining on her three seasons, or until she capsized in Lake Michigan in 1871. Our subject became entangled in the tow line, but was fortunately soon picked up. For the following six years he was engineer of the tug M. Shields, belonging to A. Burton; was next in the employ of the Vessel Owners Tug line as engineer; later was in the employ of J. S. Dunham, and was afterward captain of the Uncle Sam. In 1889, however, he retired from the lakes and accepted his present responsible position, which he is now so ably filling.

Fraternally, Mr. Stacy is one of the original members of the Marine Engineers Beneficial Association, No. 4, and also belongs to the Tug Association, No. 68, of which he has been president. With the Independent Order of Foresters and Lincoln Park Lodge, No. 611, F. & A. M., he also holds membership.

Mr. Stacy was married in Chicago, in 1896, to Miss Rose Lawrence, of that city. They now live at No. 1318 Wellington avenue, Lake View.

J. N. GREGORY, the chief engineer of the Buffalo railway power house on Niagara street, was born in Buffalo in 1850. He received his common-school education in his native city, and after leaving the high school completed his education in Ann Arbor University.

Mr. Gregory is a son of John C. and Honor (Best) Gregory, the former of whom was for many years largely engaged in the painting business in Buffalo; he died in 1868. The mother was from Somersetshire, England. Joseph N. Gregory, after leaving the university, learned his trade at the Delaney Iron Works, and after four

years in their employ was with the Erie railway for a year. In the spring of 1870 he had his first experience on the lakes as oiler on the steamer Colorado, remaining in this capacity part of the season, but finishing it and the two following ones as second engineer of the same steamer. The season of 1872 he was second on the Scotia and in 1873 on the China. In 1874 he became chief engineer on the Potomac, remaining on her four consecutive seasons, and following with four consecutive seasons as chief of the Arabia. From the spring of 1882 until the end of the season of 1884 he was chief of the Syracuse, and was chief of the Albany for the first half of the season of 1885, when he bought out the Harlem, and was her chief engineer continuously from that time until the end of the season of 1891.

On February 1, 1892, Mr. Gregory was made chief engineer of the Buffalo railway power house and still holds that responsible position. He was a charter member of the Marine Engineers Beneficial Association No. 1, in which he still retains his membership; was its president for four consecutive years, and was a delegate to the national convention for four years. He was also a charter member of the National Stationary Engineers Association No. 50. He has been a member of Erie Lodge No. 161, and Adytum Chapter, F. & A. M., six years, and has been a member of Niagara Lodge No. 25, I. O. O. F., since 1872, being now past grand in that order.

Mr. Gregory was married at Buffalo to Alice A. Warner, and they have two children, Grace M. and J. A. Mrs. Gregory's father was a member of the old firm of Woodward & Warner, shipbuilders at Buffalo, who rebuilt the old steamer Globe.

CAPTAIN ROSEL DOWNER, who has had an adventurous life as a mariner, is best known, perhaps, by his work beneath the surface of the water on the northern lakes and rivers. He is equally proficient as master or engineer of steam vessels, and few know the character of the channels from one end of the lakes to the other better than he. During his sailing career he has commanded

many tug boats, has been engineer of a much greater number, and as wrecker and diver has had to do with hundreds of vessels. He has the reputation of having been the most fearless deep-water diver on the lakes, but the demands of such an arduous life have been too severe for his health, which is now in a greatly impaired condition.

Captain Downer was born in Franklin county, N. Y., January 5, 1849, a son of Henry L. Downer, who has been mentioned elsewhere. His first sailing was as fireman on the rivertug Niagara, out of Cleveland, in 1863, after which he served in a similar capacity on the tug Levi Johnson and the excursion steamer J. K. White. He spent the seasons of 1872-73-74-75 in the employ of the Northern Transportation line as second engineer on the City of Toledo and the Maine. About this time he commenced following the occupation of diver, going to the Mississippi river each winter to take charge of submarine work of various descriptions, and he worked on many of the river boats, picking up anchors, wrecking, etc. During the sailing season on the lakes he was usually connected with tug boats, and he has commanded the tugs D. F. Edwards, Shoo Fly, Fannie Tuttle, Maggie Sanborn, James Amadeus and Satisfaction (of Chicago), the excursion steamers Charm and Favorite, the schooner Island Maid and others, and has been engineer of the tugs E. P. Dorr, Shoo Fly, Peter Smith, Black Ball, S. S. Coe, W. B. Scott, Levi Johnson, J. L. Miner, H. N. Martin, Old Jack, P. S. Bemis, Monitor, Ewing, D. L. Babcock, O. B. Green, Rebel, Union and Texan.

Captain Downer has been a diver for eighteen years, and during this period he has taken some very important contracts. He did the submarine work on the bridge across the Yazoo river near Vicksburg, in 1882, this being one of the largest undertakings with which he has been connected. He laid mains under the water for the waterworks system of Aurora, Ill., and Beloit, Wis., sinking a well thirty-five feet across and forty feet deep at each of these places; he also sunk a well of the same size at Taylorville, Ill. He took the tug Protection off

the the beach at Saugatuck, Mich., when she had been given up; raised the tugs Peter Smith and Patrick Henry, of Vermilion; raised the barge Imperial, off Chicago; raised a government survey boat, the steamer Patrol, which was sunk in the Mississippi river forty miles below Memphis; raised the tug Dime, which was buried in the sand in the Mississippi river; and raised the steamer Favorite, at Chicago. He has also raised a number of lighters and coal barges, and he spent three weeks in 1895 searching on Lake Michigan for the lost steamer Chicora, using two tugs and a sweep a mile long. In his work on the Mississippi river he built a number of inclines for railway companies at the levees. Captain Downer has been the proprietor of several sailing and steam craft, among them the schooner Hero, the schooner Island Maid, the tug Kittie O'Neil, and the excursion steamer Favorite. The last named vessel plied between Erie street and Edgewater Park during the summer of 1896.

Captain Downer has been twice married. His first wife was Mary Jane Buskirk, whom he wedded in Cleveland in 1877, and to this union were born five children, all of whom have passed away. In 1892 the Captain married Miss Ada May Canfield, of St. Joseph, Mich., and they have one child, Edwin Willie.

JAMES SCHOLES, the efficient superintendent for Samuel F. Hodge & Co., Detroit, Mich., was born October 21, 1836, in Lancashire, England, and at the age of eleven began work in the cotton factories there. Four years later he entered the foundry and machine shops of Walker & Hackins in the town of Berry, near Manchester.

In 1857 Mr. Scholes came to America, intending to go to Chicago, and had, indeed, purchased his ticket for that point, but on looking out of the car window at Detroit he saw an old-country acquaintance and left the train. Soon after he found employment in the Great Western roundhouse in Windsor, and later crossing the Detroit river secured work at the Detroit Locomotive Works, corner of Third and Congress

streets, where the Buhl stamping works are now located. He also worked for James Flower & Co. for a time, but during the early part of the Civil war was back again in Windsor at his old place in the round-house. In 1863, returning to Detroit, he began work at the bench in the machine shop of Cowie, Hodge & Co., the immediate predecessors of Samuel F. Hodge, and with the exception of four years spent at the Frontier Iron Works Mr. Scholes has been employed in the Hodge shops ever since, at present holding the responsible position of general superintendent of that establishment. He is a careful, painstaking man, thoroughly conversant with the duties of his position and fully commands the respect and confidence of his employers. A large proportion of the great engines turned out by the company have been constructed under his immediate direction, and no small share of the success attending the business of this large manufacturing institution has been due to his advice and care.

A. STEPHENSON, the well-known and popular chief engineer of the Tacoma building, Chicago, was born in that city in 1851, a son of Peter and Caroline Stephenson. The father was born and reared in Sweden, and in 1850 became a resident of Chicago, where, as a machinist, he worked in the Illinois Central shops for over thirty years. He died in Chicago in 1893, at the ripe old age of eighty-three years, and his wife passed away in 1892.

The subject of this review grew to manhood and was educated in Chicago and learned the machinist's trade, serving his apprenticeship in the Vulcan Iron Works, and on the expiration of his apprenticeship entered the employ of the Babcock Manufacturing Company, on Des Plaines street, remaining with them five years, and for the next two years was engineer for the National Elevator Company. In 1871 he began sailing out of Chicago as engineer on the tug Alpha, which he fitted up and brought out new for the Chicago Docking and Dredging Company, and on which he spent the entire season. The following three seasons he was engineer on the propeller Peerless, en-

gaged in the Lake Superior trade, and then entered the employ of the McCormick estate, being chief engineer of their buildings for nine years. In 1889, on the completion of the Tacoma building, he accepted his present position, which he has since so satisfactorily filled. He is a prominent member of the Stationary Engineers Association, also of Scranton Lodge No. 8, K. P., and the Engineers Club, which meets in the Fisher building.

In 1875, in Chicago, Mr. Stephenson was married to Miss Josephine Roddy, a native of that city, and to them have been born eight children, only two of whom are now living, George R. and Thomas.

LOUIS SOUTER was born in Buffalo December 24, 1853, and was educated in the public schools of that city. His mother died when he was about two weeks old, and his father, John B. Souter (who was a Frenchman by birth), having gone away when Louis was quite young, he was brought up by relatives; as a consequence he was compelled to earn his living the best way he could and with a very meager education to start with.

Mr. Souter's first employment was as a carpenter in David Sutton's shop, where he worked about five years. In 1867 he began his connection with marine work as fireman on harbor tugs, and was thus engaged for a period of about ten years, in the various tugs belonging to Maytham's and Hand's lines. From 1877 to 1889 he was employed as engineer on harbor tugs, and on March 15 of the last mentioned year he became engineer of the tug Arthur Woods, owned by Hingston & Woods, being still with her at the close of the season of 1896.

On January 15, 1874, at Buffalo, Mr. Souter married Angeline Columbus, and they have two children, viz.: Louis, Jr., and John E.

Angeline Columbus, above mentioned, is a daughter of Alexis Columbus. This gentleman was born in Quebec, Canada, November 2, 1789, and on January 8, 1897, he was still living, in his one hundred and eighth year, at the house of his son John, No. 102 South Park avenue, Buffalo.

He is a descendant of the famous discoverer of America, and was a visitor to the World's Fair at Chicago in 1893. While living in Canada he farmed for a living, and followed the same occupation after his removal to Buffalo in 1843. He was married in Quebec, to Parmelia Daire, who was his life companion until a few years ago, when she died, and it is only since her death that he has given up his farm life. When Mr. Columbus first came to Buffalo he bought woodlands in the vicinity of what is now known as Columbus Place, but was formerly White's Corners Plank Road. Columbus Place cuts through what was formerly his homestead. He speaks Canadian French more fluently than English, though he talks the latter very well. He has always smoked tobacco of his own raising. His hair has been white for many years, but is still abundant, and he has all of his teeth but one. His trip to the Fair was much more tedious than he expected, because, in addition to the fatigue caused by the tedium of the journey and the exertion of getting about, he was besieged by newspaper men for his history, and he was glad to return at the end of ten days, fearing that he might end his existence away from home.

Mr. Columbus reared a family of eleven children, four sons—two of whom are dead—and seven daughters. Those still living are named as follows; John, who keeps a saloon at No. 702 South Park avenue; Peter, a carpenter by trade, who lives at No. 704 South Park avenue; Kittie Souter, wife of John B. Souter, No. 401 Massachusetts avenue; Angeline Souter, wife of Louis Souter, No. 170 Church street; Elizabeth Baker, Rosa Suor and Jennie Jones, all of whom live at Joliet; and Josephine Fleming, who resides at Ogdensburg.

PETER MCINTYRE has literally grown up in the steamboat business, and his energy is plainly visible when he is sitting in his office on Milloy wharf, at the foot of Yonge street, Toronto, almost buried among way bills and freight receipts. He was born January 4, 1844, in Kingston, Ont., within three hundred yards of the shores of Lake Ontario, whose elements had such an influence on his

life, and he acquired his education chiefly in the schools of Kingston, proving a very apt scholar. His sister was a teacher, and she thoroughly supplemented the good work done in the public schools for her young brother, which may account to a large extent for the unquestionable culture which Mr. McIntyre possesses.

While yet a mere child Peter McIntyre acquired a strong liking for the water. His father was a lake captain, and at Peter's earliest recollections he was master of the schooner Alert, considered at that time one of the largest craft on the lakes. She had a carrying capacity of 6,000 bushels of grain. He was only eight years of age when his father took him for a trip between Kingston and Toronto in that vessel, and this, his initial experience afloat, created within him that desire for the waves which tinged all his after life.

Being considered a bright lad, he had no difficulty in finding employment when he began life for himself, and when he was barely thirteen years of age he was taken into the office of Messrs. Berry & Walker, of Kingston, where he was intrusted with duties which might have staggered many an older boy of less pluck. His firm were mill and vessel owners, one of the most extensive flourmills in Canada belonging to them, and beside their numerous line of barges they owned two large schooners and the propeller Oliver Comwell, one of the first screw boats on the lakes. Shortly after Mr. McIntyre's entrance into the firm's office, one of the partners, Mr. Walker, withdrew from the concern and returned to England, Mr. Berry carrying on the business. Mr. McIntyre remained with him ten years, during which time he gradually advanced until he became general manager of the entire establishment. Mr. Berry went into the shipbuilding business about that time, and constructed a fleet of ten ocean-going barges, the work being carried out at Portsmouth, about three miles east of Kingston. That speculation proved the ruin of one of the finest gentlemen Canada has ever known. Mr. McIntyre, however, was faithful to the last, nor did he leave until he had carefully wound up the estate for his employer.

Mr. McIntyre was subsequently engaged for one year in the Commercial Bank at Kingston, and then, in 1867, he shipped as purser on the steamer *Her Majesty*, which had been placed on the run from Toronto and Hamilton and to Picton and Halifax, Nova Scotia. *Her Majesty* was owned by those two well-known gentlemen, Messrs. George Shaffey and T. C. Chisholm. Mr. McIntyre was her purser for three years, and remembers vividly the first trips made to Pictou, N. S., where they were derisively called "d——d Canadians," and the black flag was hoisted on Dominion Day in that city, Nova Scotia then refusing to come into the Confederation. *Her Majesty* carried large quantities of flour from Lake Ontario to Nova Scotia. The St. Lawrence canals being only nine feet deep, she loaded 4,000 barrels at Toronto, passed down the canals and loaded at Montreal an additional 7,000 barrels. Her good work came to grief in November, 1869, when she stranded on a reef, off Cape Despair, just below Gaspé, and became a total wreck. It was only ten minutes from the time she struck until she went to pieces, but all on board were safely landed by the boats. Coming back to Lake Ontario, Mr. McIntyre concluded that there were better things on the higher lakes. Accordingly he went to Chicago and shipped on the steamer *Norman* of that port, owned by Messrs. Leopold & Austrian, and here his duties as purser were not light. He ran from Chicago to Duluth, calling at Sault Ste. Marie, Marquette, and a number of south shore ports. The "*Zenith City*" was then little more than a "howling wilderness;" the *Norman* carried up the materials to build the first elevator there, and was battling in the ice for three days at the beginning of May before she could get in. When Mr. McIntyre left the *Norman* he went as purser in the *Chicora*, owned by Donald Milloy, of Toronto, and running between Toronto, Collingwood and Fort William, and later to Duluth, the "*Zenith City*."

In 1873 Mr. McIntyre accepted the position of chief freight agent for the Lake Superior Navigation Company, whose boats were running in connection with the Northern

railway of Canada. Coming back to Toronto in 1874 he entered the office on the Milloy wharf, staying there until the following year, when he went into partnership with Colonel Shaw and Mr. George in the fishing business on Lake Superior, their quarters being at Michipicoton island, Parisian islands, Batchewana and Mamianse Point. He continued in that line during the years 1875-76-77, in 1878 returning to Toronto, where he again took charge of the office of Mr. Donald Milloy's Yonge street wharf. In 1883 Mr. McIntyre took over the management of the Turner Ferry line and ran that company three years, their boats plying between Hanlan's Point, Mead's, Ward's and Toronto. At that time he began to develop the present ferry system, and finally organized that powerful corporation now known as the Toronto Ferry company. In 1886 he organized the Lorne Park Summer Resort Company, retaining his connection with same until 1888. During 1889 and 1890 he organized and managed successfully the Humberstone Summer Resort at Port Colborne. Since then he has been chiefly in the general summer resort excursion agency business, taking charge of the Milloy wharf offices as well. No man has worked harder to create an interest in Canadian summer resorts than he, and there is no other man who can give as much information to tourists and people seeking summer residences.

Mr. McIntyre was married, in 1883, to Miss Laura Adeline Shepard, third daughter of the late W. A. Shepard, manager of the Mail job-printing establishment, of Toronto. Four children have blessed this union: Arthur Jamieson, Helena May, Laura Frances and Norman Melville, the oldest two attending the public schools of Toronto. In Dominion politics Mr. McIntyre was always Conservative, until Sir Wilfrid Laurier advanced upon the scene at the demise of Sir John A. Macdonald. With the conviction strong upon him that Laurier was the proper statesman to thoroughly repair and direct the affairs of Canada, he worked for him in the Liberal ranks which put the clever French-Canadian into power. Nor has Mr. McIntyre for a moment rued his vote and

influence. In municipal elections in Toronto he always took a prominent part, invariably supporting the men whom he considered best qualified to fill the positions sought, irrespective of their party leanings. While Sir John A. Macdonald was alive Mr. McIntyre supported him in Dominion politics, and he gave his vote for Sir Oliver Mowat in Ontario. In religion he is a prominent Presbyterian; he and his wife being active members of the new St. Andrew's Church, on King street west, Toronto. He was brought up in St. Andrew's Church, Kingston, under the pastorate of the Rev. John Maule Machar. Before the division in old St. Andrew's Church Mr. McIntyre was librarian of the Sunday-school, and after the new Church was organized he was Sunday-school teacher and usher for ten years. He also worked actively in the Young Peoples Society in connection with that Church.

During 1876-77 Mr. McIntyre worked arduously in the cause of temperance, and it was through discussion in St. Andrew's Church in which he took part that the Coffee House Association, of Toronto, was inaugurated. Rev. D. J. Macdonell was at that time pastor of St. Andrew's. Mr. McIntyre was one of the leaders in the Prohibition Club at the time of the Howland campaign in Toronto in 1881.

Besides attending to his other interests Mr. McIntyre served a term in the militia of Canada, and took up arms in 1862. He was in the Fourteenth Battalion, of Kingston, and worked his way from private to the rank of ensign. In 1866 he graduated from the Royal Military College at Kingston with a first-class volunteer certificate and a second-class military school certificate on serving half time. During the Fenian raid into Canada he turned out to defend his country, and went with the Fourteenth Battalion to Cornwall, where they were two weeks under canvas. Lieutenant-Governor Kirkpatrick, of Ontario, was at that time the adjutant commanding their battalion. In 1867 Mr. McIntyre joined No. 5 Company, of the Queen's Own Rifles, of Toronto, remaining with that regiment two years, when he was compelled to relinquish his military con-

nection, the steamboat business requiring all of his time and attention. In his younger days he took an active part in athletics and yacht racing. While in Kingston he put money in an eighteen-foot skiff, with which he won a race for a good prize against a number of able competitors.

CAPTAIN SAMUEL RIOUX, of Detroit, Mich., for four years commander of the United States lighthouse tender *Marigold*, was born in Quebec in the year 1845. He attended school and worked on a farm until he was seventeen years old, and then began to sail on the pilot boats of the gulf of St. Lawrence, after acting in the capacity of cook, etc., on small coasters for some years.

After several years' experience on pilot boats, Captain Rioux came to the Great Lakes, where he has remained ever since, and all told he was on the lakes about thirty-three years, during nearly all that time in the government service. He remained three or four seasons on schooners when he first came to the lakes, and after leaving the schooners he served on another boat one season as able seaman. The other thirty years of his life on fresh water have been spent entirely on government boats. During his first year under the government, Captain Rioux was on a lighthouse tender at Spectacle Reef lighthouse, which was being erected at that time. Later he served on the tender *Belle Stevens* for two years, and was then transferred to the *Warrington*, on which he was second mate for six consecutive seasons, subsequently continuing on her fourteen more seasons as first mate. At the end of that time he was transferred to the *Marigold*, on which he served as first mate for one season, then becoming captain. He formally took command of the tender *Marigold* on July 8, 1893, and held that command until April, 1897. At present (1898) he has left the lakes, and is giving his attention exclusively to his real-estate interests in Detroit, but may later on return to marine work.

Captain Rioux has never been married, and has lived on his boat winter and summer. The *Marigold*, together with several other

of the lighthouse tenders, generally lay up at the government dock below the Marine Hospital in Detroit.

THEODORE F. ARNOLD, the present foreman for Farrar & Trefts, machinists and boilermakers, was born February 5, 1849, at Buffalo, and received his education in that city. His parents, John and Amelia Arnold, were Germans, and they settled in Buffalo in 1845.

In 1868 the subject of this sketch began his practical life as an apprentice in Farrar & Trefts' shop, where he labored about four years. In 1874 he accepted the position of second engineer on the old steamer Chicago, on which he spent part of the season, the balance working on the Erie canal. In 1875 he returned to the machine shop of Farrar & Trefts, and eight years later, in 1883, he was made foreman of the shop, still remaining there in that capacity. He was married April 25, 1877, and has three children.

CAPTAIN E. JOHNSON, master and owner of the vessel E. M. Stanton, was born in Schleswig-Holstein, Germany, in 1856, and is a son of Peter and Anna (Jergens) Johnson, also natives of that Province. The father was a seafaring man, sailing for many years on salt water, and after coming to Chicago, in 1859, he engaged in sailing on the Great Lakes, being master of the Robert Campbell and other vessels. In 1876 he purchased the E. M. Stanton, which his son now owns and commands. He was truly a self-made man, having commenced at the very bottom in the marine life, and worked his way steadily upward until he became master and owner of vessel property. His death occurred in Chicago in 1880, and in that city his widow is still living. His son George is now mate of the E. M. Stanton.

Captain Johnson was reared and educated in Chicago, on the North side of the city, and began life for himself as cash boy in the store of Field & Leiter, where he was employed during the years 1870 and 1871, and with this exception his entire business career has been spent upon the lakes.

In 1872, at the age of sixteen years, he began sailing before the mast out of Chicago; later spent two seasons in the same capacity on the Robert Campbell; and was then before the mast on the E. M. Stanton until he became mate of her in 1876. In 1880 he was appointed her master and has successfully sailed her since that time. The Stanton is a two-mast schooner, tonnage 144 net, and was built in Detroit, Mich., in 1866, by Detroit parties, and has been in commission continuously since. She is engaged in heavy freighting of all kinds, and has sailed out of Chicago since 1873. This vessel is now owned by our subject, who became financially interested in the same in 1880, and has since sailed her with good success.

He is one of the best known marine men of Chicago, and owns a fine property at No. 463 Racine avenue, where he makes his home. Socially, he is a member of the Ancient Order of United Workmen.

In 1884, in Chicago, Captain Johnson was married to Miss Lena Johnson, a native of Kenosha, Wis., a daughter of A. B. Johnson, an honored citizen and well-known business man of that city. Two children have been born of this union: Carrie and Kenneth.

P. H. DOYLE may be considered one of the most competent of engineers on board ship and an efficient and skillful mechanic in his line. He has the entire confidence of his employers, and may always be found in charge of the machinery of the better class of steamers. Mr. Doyle was born in County Carlow, Ireland, November 11, 1845, and came with his parents to the United States in 1849, the family settling at Rockport, Cuyahoga Co., Ohio. He is a son of Daniel and Anastasia Doyle, the former of whom was a blacksmith by occupation, and up to his fifteenth year Patrick spent his time working with his father in the shop and in attendance at the common schools of Rockport. The father then bought a farm in Middlebury township, to which the family removed.

A few years afterward Mr. Doyle went to Fort Wayne, Ind., where he learned the

machinist's trade, serving three years in the shops of the Wabash Railway Company. In 1867 he came to Cleveland and took out an engineer's license, which was granted by S. R. De Forest, local inspector at that port. He was appointed engineer of the harbor tug Belle King, finishing the season on the H. P. Smith, engaged in towing on the Saginaw river, and was next given the position of engineer on the tug Relief, engaged in raft towing between Au Sable, Tawas, Mich., and Tonawanda, N. Y., remaining in that employ three years, until the fall of 1870. The following year he engineered the steamer Lake Breeze, plying on the mail route between Marquette, Houghton and Hancock, Mich. During the season of 1872 he entered the employ of the Northern Transportation line as engineer of the Granite State, and was transferred to the steamer Maine the following season. For the next three seasons he engaged with Ballentine & Co., of Bay City, as engineer of the steambarge Antelope, which carried timber and towed barges to Lake Erie ports, transferring in 1877 to the steamer Elmira, of Bay City, which was engaged in the same line of business. In 1879, the Antelope having been sold to W. T. Baker & Co., he returned to her and served two years for that firm. Subsequently for part of a season, he took charge of the machinery of the tug Goodnow, towing between Lakes Erie and Huron, finishing in the steam barge Luella Worthington.

In 1881 Mr. Doyle entered the Alva Bradley employ, and fitted out the steamer Chamberlain, but before sailing he was transferred to the steamer Henry Chisholm, in which he remained three seasons. He then served in other steamers of that fleet, two seasons on the City of Cleveland and one season on the Maurice B. Grover. In the spring of 1888 he embarked in business for himself, engaging in steam-fitting and dealing in engineers' supplies on Main street, near Center, in Cleveland, Ohio. The following season he brought out the steel steamer North Star, of the Northern Steamship Company's line, which, on June 26, sank the C. J. Sheffield in a dense fog. In 1890 he brought out new the Nimick,

built to the order of the American Transportation Company, of Fairport, Ohio, with whom he remained three years. In 1894 he entered the employ of M. A. Bradley as engineer of the steamer Henry Chisholm, serving one season on her and the following season on the Hesper, which he laid up at Sandusky at the close of navigation.

In 1878 Mr. Doyle was united in marriage to Miss Maria Kennelly, of Rocky River, and five children have been born to them: Frank D. (who was a student at the Edmiston Business College), James H., Agnes B., Eugene B. and Gertrude A. Doyle.

SAMUEL R. GILL, who was steward of the North Land, of the Northern Steamship line, during the season of 1896, was born at Pembroke, Ont., in 1868, and attended school there, finishing his literary education when about fifteen years of age. His first experience in connection with the lake commerce was as newsboy on the steamer Athabaska in 1886. Previous to that time he was in the employ of the Canadian Pacific railway, and was changed to the Athabaska when that railroad established the route from Owen Sound to Port Arthur. The following season Mr. Gill was a waiter on the Alverta of the same line, and in 1888 was head waiter on the steamer United Empire, belonging to the Beatty line that ran between Sarnia and Duluth.

In 1889 Mr. Gill removed to Buffalo, and that fall became a waiter in the Swan street cafe, where he was engaged for a year. During the two seasons of 1890-91 he was head waiter on the Empire State, of the Western Transportation Company's line, in 1892 was employed as barkeeper at the White Elephant saloon, and in 1893 held the same position at the old Arcade. For the season of 1894 he was steward on the Badger State, of the Western Transit line; for that of 1895 barkeeper of the passenger steamer North West, and for the season of 1896 steward of the North Land. Mr. Gill is a very competent man in his chosen line, and will doubtless follow the lakes for many seasons.

Our subject was married in 1894 to Emma Gregory, of St. Catharine's, daughter of Captain Gregory, who died in February, 1895. They have one child, Irene. They make their home at No. 78 West Chippewa street, Buffalo.

CAPTAIN JOSEPH ANDERSON, who has had a varied experience on both fresh and salt water, was born in 1832, in the city of Rio de Janeiro, where his mother was also born and raised. His father, A. Joseph Anderson, was a native of Scotland. Captain Anderson attended school in that city until he was thirteen years of age, when he commenced sailing as boy in the side-wheel steamer Sarah, in which he remained for two years, and then he went into the bark Anna Richardson, as boy. After she left it was reported that she was a slaver, and the brig Perry was sent after her and captured her, she and her crew being held for thirty-one days. The vessel was taken into custody by the United States frigate Columbia, which was lying in the harbor of Rio de Janeiro at the time the Richardson was there. After the men were released, nothing being proved against the vessel, young Anderson made three or four voyages in her and then embarked in the ship Flora, of Boston, which carried a cargo of grain from New York to the famine sufferers in Ireland. The Flora touched at Newport, Wales, to get a cargo for New York, and there the crew deserted her on account of her leaky condition, Anderson joining the Bremen ship Ocean, in which he remained thirty-two months. Then he shipped on the brig Pilot, which was taking a load of soldiers from Schleswig-Holstein to Vera Cruz, leaving her at New York to become an American citizen. He sailed three years on a New York pilot boat, but gave up that life after having three narrow escapes, and joined the bark Elizabeth Livard, for a voyage to the Mediterranean. After returning to the United States he spent nineteen months in the coasting trade between New York, Philadelphia, and other ports, in the brig Swan, of Boston, and the Mayflower, from New Haven, Conn., and then became second mate of the ship Speedwell,

of Boston, in which he remained over four years. After this he worked for some time in rigging and sail lofts in Boston, and then removed to Milan, Ohio, where he had his home for a long period.

Some time previous, in 1857, Mr. Anderson was married to Miss Mary Holland, of Bantry Bay, Ireland. Their children, all of whom were born in Milan, are Mary, who is now Mrs. Andre Seaman; Maggie, Mrs. John Walton; Gertrude, Mrs. Benjamin Turner; Annie, Mrs. Charles Evans; Joseph, and Charles William.

After removing to Ohio Mr. Anderson began sailing on the lakes, serving successively on the schooners Palmetto and Racine, the brig Montezuma and the schooners Fashion, Narragansett and Hyphen, after which he was master of the schooners Atmosphere for seven years, M. Stocker for seven years, and J. E. Gilmore for one year. The year following he was mate and pilot of the steamer Everett, and he has since served as captain of the tug Joe Harris for three years, mate of the steamers Onoko, Smith Moore, Philip Minch, the schooners Tartar, of Milan, the Rainbow, of Detroit, and master of the Queen of the West, Andrew Johnson, Business and Wetmore. For one season he was mate and pilot of the steamer George T. Hope.

H. A. VAUGHAN, for the season of 1897 second engineer of the Schuylkill, is the only son in the family of three children of William W. and Ida (Whitford) Vaughan. He was born May 9, 1873, at Fort Wayne, Ind., where he attended school and assisted on the farm of his parents until eleven years old, at which time the family removed to Washington, Macomb county, Michigan.

Our subject started work, learning the machinist's trade at the Frontier Iron Works, of Detroit, Mich., and after serving his apprenticeship was a journeyman machinist and tool-maker at the shops of John Lauer in Detroit. He began steam-boating as oiler on the Marina, of the Minneapolis line, and remained on her in that capacity for six months during the season of 1896 or until she was laid up. For the

season of 1897 he shipped as second engineer to J. C. Jordan on the Schuylkill, of the Anchor line. Mr. Vaughan, during his time in the machine shops, helped put engines in a number of steamers, and this experience has proved valuable to such an extent that he is really further advanced than the majority of engineers who have shipped several years longer than he has.

He is a member of the Marine Engineers Beneficial Association No. 3, of Detroit, and also of Branch No. 82, International Association of Machinists, of which latter organization he is also vice-president. He is a single man, and resides at No. 603 Fourteenth avenue, Detroit, Michigan.

ANGUS MACKAY has for forty years been connected with the wharves of Toronto, Canada's main port on Lake Ontario, and is perhaps better known than the majority of men in the same business. He is a Scotchman to the backbone, with the proverbial honesty and uprightness of character, and is proud to claim Caithness, Scotland, as his birthplace. Mr. Mackay was born in 1823 at Thurso, and there received a liberal education in the parish schools. After beginning work he was for seven years and a half foreman for Mr. Robert Forsythe, of Thurso, one of Scotland's great characters. Coming to Canada in 1855 he was first appointed foreman of construction on the Grand Trunk railway, and superintended the building of the section between St. Anne's and Pointe Claire, in the Province of Quebec. In the autumn of 1855 he went to Kingston, Ont., where he obtained a position in the locomotive works, retaining same until April 20, 1857, when he moved to Toronto. For the first seven years and six months of his stay in that city he had charge of the freight department on the Yonge street wharf, west side, for Messrs. Boomer & Miller, and John Brown & Co., Then he was engaged by Mr. Donald Milloy, on the wharf on the east side of the Yonge street slip, with whom he has remained ever since, excepting during the years 1894-95, when the Milloy wharf was leased by Mr. W. A. Geddes, and Mr. Mackay looked after the freight interests on

the Dickson wharf, belonging to the corporation of Toronto, on the west side of Yonge street slip. Part of the time he was engaged by the Richelieu & Ontario Navigation Co., looking after supplies.

Mr. Mackay was married in 1851, to Miss Elizabeth Gunn, of Wick, Scotland, a most estimable lady, whose death, in December, 1882, at the home in Toronto, was keenly felt by her husband and children. Mr. Mackay has lost several fine children, but he has one son and four daughters living. Donald G. Mackay has charge of the silk warehouse of Messrs. Strange & Co., one of the largest wholesale firms of New York, for whom he was formerly a traveler. He married Miss Jeannie Knowles, whose parents live in Lodi, N. J., and they live with their two children in a pretty home in Passaic, N. J. Mrs. Hancock, wife of the manager of the Ontario Lumber Company, at French River, is a daughter of Mr. Angus Mackay, and three daughters keep house for their father at their residence, No. 12 Kensington avenue, Toronto. Religiously Mr. Mackay is a Presbyterian and a strong pillar of that Church. In politics he is a Liberal and a staunch freetrader. He is a prominent member of the Caithness Society of Toronto, and although a faithful lover of his adopted country, Canada, he ever keeps a warm spot in his heart for the old land across the sea. Nothing creates so much enthusiasm in his heart as a sight of the kilts and a sound of the pipes played by some bold Highlander.

THEODORE LUSTIG, chief engineer of the C. H. McCormick estate, has had charge, since 1890, of the Reaper block, the Owings and the Shepherd buildings, Chicago, and has the entire confidence and respect of his employers. He is one of the honored citizens that Germany has furnished to the New World, his birth occurring in that country in 1855. His parents, Charles and Mary (Slottan) Lustig, were also natives of the Fatherland, where they spent their entire lives, dying there when our subject was only ten years of age.

Mr. Lustig received a good practical education in the schools of his native land.

At the age of fifteen years he crossed the Atlantic and took up his residence in Davenport, Iowa, and from that place engaged in sailing on the lower Mississippi in 1871. The following year he came to Chicago, and for eighteen years was actively identified with marine affairs, being especially interested in tugging as engineer and owner, though he also served as engineer on barges for a time. He owned an interest in the tugs he ran, and still owns the tug Torrence, used in towing. He is one of the best known marine engineers, and tug owners of Chicago, and in business circles stands deservedly high.

Socially, he is a member of the old M. E. B. A. No. 4, and the Independent Order of Foresters.

Mr. Lustig was married in Chicago, in 1880, to Miss Emma Buchholtz, also a native of Germany, and to them have been born eight children: Minnie, Alvena, Augusta, Clara, Charley, Paula, Lulu and Emma.

JACOB RYAN was born in 1869 in the town of Welland, Ontario, and there attended school. After commencing the active work of life he was employed as a butcher, at railroading, and various other occupations on land until he began the calling which he now follows. The first boat he was on was the John Hanlon, a ferry-boat which is still in active service between Toronto and the Island, and from her he went on the steambarge W. B. Hall, which ran between Port Arthur and Kingston. His next berth was on the steamer Garden City, which is owned in St. Catharines, and ran at first on the route between Toronto and Port Dalhousie. From her he transferred to the Empress of India, owned by Mr. A. E. Hepburn, of Picton, which runs on the same route during the week, with one weekly trip to Charlotte, N. Y., on Saturday nights. In 1895 Mr. Ryan served until August on the propeller Africa, which was engaged in the lumber business between Georgian Bay and Buffalo. The very month he left her at Buffalo, in fact the very next trip, the Africa went down with all hands on board, no less than twelve

lives being sacrificed in the merciless waters of Lake Huron. Only three of the bodies were ever found, those of the two wheelmen and the second engineer. Mr. Ryan naturally considers this a very lucky escape. Then it was that he went on the fine side-wheel steamer Spartan, of the Richelieu & Ontario Navigation Co.'s line, which plied between Montreal and Toronto and intermediate ports on Lake Ontario and the St. Lawrence river. From the Spartan he shifted to the Rosemount, an ironclad screw boat, which was brought across the Atlantic from Newcastle-upon-Tyne, and is one of the largest Canadian freighters plying on the Great Lakes; her route was between Fort William and Kingston. At the beginning of the season of 1896 he became second engineer of the screw steamer Queen City, which is engaged in the lake excursion business out of Toronto. Mr. Ryan is unmarried. He resides at No. 66 Albert street, Toronto.

CAPTAIN JOHN McDOWELL was born in 1848, at Brooklyn, N. Y., and received a public-school education in his native city. He was apprenticed to the Black Rock Iron Company to learn the machinist's trade, to which end he applied himself four years, and he then commenced his lakefaring life in the capacity of fireman on the tug Medina. Removing to Buffalo he entered the employ of the Hand & Johnson Tug line, with which he remained eleven years, being first appointed master of the tug Ella B., and at different times sailing all the tugs of that line, transferring to the Mary E. Pierce, Lorenzo Dimick, John B. Griffin, Compound and James Beyer, in the order named. In the fall of 1889 he came ashore and embarked in business on his own account, devoting all of his time and attention to same until the spring of 1896, when he entered the employ of the Vessel Owners Towing Company at Cleveland, Ohio, as master of the tug Cris Grover, which he laid up at the close of navigation that year. While on ferry duty at Buffalo in 1886 Captain McDowell ran into and capsized a scow. In the confusion attending the mishap, two boys who were spilled into the creek es-

caped observation, but the Captain, seeing their danger, swam to them and conveyed them to the shore. During his long period of service with the Hand & Johnson Tug line he proved himself a thoroughly competent tug man.

F. McDONALD, son of Donald and Hannah (Doyle) McDonald, was born at Buffalo, March 31, 1871. The family consisted of four brothers and one sister, and all of the sons have risen to responsible and lucrative positions at steamboating. A. J. being a lake captain, and William M. and I. K. mates.

The subject of this sketch, although a young man, has rapidly climbed toward the top rungs on the ladder of his chosen profession, and it certainly is not out of place to predict for him a brilliant future, as one of the lakes' foremost navigators. He began his sailing career as watchman of the schooner *Badger State*, remaining on her in that capacity all of one season and part of the next, which he finished on the *Idaho*. The succeeding three seasons he was on the *Syracuse*, and for the season of 1890-91 was wheelsman on the *Hudson*, and the following season mate of her. For the past four seasons, 1893-94-95-96, he has been mate of the *Milwaukee*, and also filled that position during the season of 1897 under Captain Folan.

Socially Mr. McDonald is a member of the Buffalo Harbor and Lake Pilots Association, Local Harbor No. 41, of Buffalo, and also of Red Jacket Lodge, of the Royal Arcanum. He resides at No. 326 North Division street, Buffalo, New York.

JOHN W. LOWE was born in Exton, England, November 18, 1854. He is a son of John and Mary Ann (Chester) Lowe, natives of England who always lived in that country, Mrs. Lowe still surviving her husband, who died in 1857. She has been visited twice by her son John W., who has traveled to some extent throughout Great Britain.

At the age of three years Mr. Lowe moved with his parents to Rugby, where he lived until he reached his twelfth year. At

this time he went to sea as boy on the schooner *Mistletoe*, and remained on her part of a season, then going as engineer's messroom boy on the steamer *Siloth*, with which he remained eight months. The following year he shipped on the *Helvetia* as butcher's mate, and then acted in the same capacity on the *Celtic*, running between New York and Liverpool. At this time he came to Detroit and entered the employ of Hull Brothers, by whom he was engaged one year, after which he shipped on the *Superior* as fireman, continuing thus for three seasons. Following this he served as fireman upon the *Fred Kelley* and the *E. B. Hale*, and as oiler on the *Wallula*, later holding the berth of second engineer on the *Columbia*, tug *Goodnow*, Smith Moore, A. E. Everett, George Spencer, and J. H. Devereux. In 1889 he went on the *Elfinmere* as chief, and after two seasons transferred to the *Republic* to occupy the same position, in which he is still retained.

Mr. Lowe was married, September 18, 1882, to Miss Fannie McRae, of Pomeroy, Ohio. They have one child, Bessie, who is attending school at the present time.

EDWARD TROMBLEY, marine engineer of Detroit, Mich., was born in that city in the year 1854 and has always lived there. He first went on the lakes as assistant cook on the old *Evergreen City*, which he left after about four months' service. The next season he went as deckhand on the steambarge *Superior*, under Captain Desmond, and while on this boat he recovered a pocket-book containing thirteen hundred dollars which had accidentally dropped overboard. Mr. Trombley was engaged in sailing, wheeling, and firing on various boats until 1881, in which year he secured engineer's papers and went as chief of the steamer *Glance*. He then went to Chicago, where he was employed for three years on different tugs, principally the *W. H. Wolf*, the *Moser*, the *Van Schaick*, the *J. L. Minor* and the *Hood*. Returning to Detroit he sailed six years for Ruelle, the Detroit tug owner, on the *J. L. Minor*, *Old Jack*, *Resolute*, *Carrington* and *C. A. Lorman*, and he was afterward on the *I. U. Masters*, tug *Swain*,

and for two seasons on the *Salina*. During part of the season of 1891, after leaving Ruelle's employ, Mr. Trombley ran the tug Joseph D. Dudley, owned by Benham, of Cleveland, which was almost lost in a disastrous storm on Lake Erie that fall. The towbarge Sawyer broke away and was totally wrecked, and the Dudley barely reached the harbor. Mr. Trombley was afterward second engineer for a season on the steamer *Raleigh*, in 1894 was second on the propeller *Progress*, and during the season of 1896 ran the tug *Washburn* for J. & T. Hurley, of Detroit, until August 4, when he transferred to the tug *Maxwell A.*, continuing on her until January, 1897.

Mr. Trombley has been twice married. He is a member of Detroit Branch No. 3, Marine Engineers Beneficial Association.

CAPTAIN JOSEPH CORCORAN, master of the steamer *Mahoning*, of the Anchor line, for the season of 1897, was born in the west of Ireland in 1842. He was the second in a family of four children of James and Mary (Loftus) Corcoran, who were natives of the same part of that country, where they were engaged in farming. The Captain's two sisters are both living and married, one to James Cullen, the other to Michael Murray; they reside at Chicago. The brother Michael (commonly known as John), when last heard of, thirty years ago, was sailing.

When five years old Captain Corcoran was taken to Liverpool by his parents, and there received the ordinary amount of schooling accorded to the youth of those days. He began the first practical work of his life in a wholesale canvas house of that city, where he remained about a year, and then at the age of fourteen shipped as boy on the vessel *St. Andrews*, of St. Andrews, New Brunswick, running from Liverpool to Savannah, Ga., on which another year of his life was spent. He next went on a brig as ordinary seaman for four months, plying between Liverpool and St. Johns, New Brunswick. After a stay of about a year in the woods of New Brunswick, he commenced railroading on a road just being built from St. Johns to Miramichi, and was so employed about another year, when a

desire to sail again seized him, and he shipped on a brig out of St. Johns, New Brunswick, to Bristol, England, for two months. Proceeding by rail from the latter place to Newport, he sailed thence as able seaman aboard the vessel *Trade Wind*, of St. Johns, New Brunswick, which carried a load of coal to Gibraltar, returning from there to St. Johns, New Brunswick, and then carrying timber to Liverpool, his service on this vessel covering a period of one year. From the last named port he shipped to Richibucto and Glasgow, then took passage to Liverpool, where he shipped in the American ship *Progress*, to New York, and he was then in the San Francisco clipper, *Andrew Jackson*, to St. Johns, New Brunswick, from there going on the *Gilchrist*, to London, and from Liverpool in a bark to Miramichi; then in the English government vessel *Brian Boru*, from there to Kingston and Bristol; to Constantinople; to Odessa, and back to Bristol. While on the latter voyage Captain Corcoran was relieved from his trick of duty at the wheel by another of the crew, who was killed almost instantly after relieving him, while in the Malta channel.

His salt-water experience after that was limited to a couple of years sailing from Liverpool to Bombay, and as quartermaster of the *City of Cork*, of the Inman line of steamers, for five months; after this, in 1865 or '66, he shipped in the *Republic* from New York to New Orleans, and while on this trip, when about seventy miles from Tiba light, she foundered, and thirty of her crew and passengers were lost, together with a valuable cargo of specie and merchandise. Twenty-five others took to a raft, and, after days and nights of suffering from thirst and hunger, all but two went insane and died while raving; of the two one died after reaching a hospital in Brooklyn. Seventeen, including Captain Corcoran, were picked up by the small boats and carried into Charleston, S. C., from where he proceeded to New York. He shipped as fireman on the *Quaker City* for the entire winter, in order to get enough money to buy necessary wearing apparel, and in the spring went on the *Moro Cas-*

tle, New York to Havana, in the fruit trade, and the Ericsson, of the Pacific Mail line of steamers, to Aspinwall. He was afterward on a brig to foreign ports, for coffee, on which trip most of the crew were ill with fever and one died. Mr. Corcoran was compelled to again go into the hot hold and fire until reaching port at New York. Following this he sailed on several vessels before the mast from New Orleans to New York and Galveston, Texas, and about 1867 began service on the Great Lakes, starting out of Chicago on the schooner Columbia. He was on different boats for two years, being second mate of the *Die Vernon* when she went down, at Long Point; *Lorance Dimick* was her captain, and *George L. Hogg*, of Chicago, her mate. From that time until he became master he was on the *R. H. Becker*, *Andrew Johnson*, *R. H. Blake*, *Annie Young* (wheeling her two trips and acting as second mate for the balance of the latter season); was mate on the *Arizona* one season, and of the *Annie Young* another; second mate of the *Japan* one season; second and first mate one season of the *Wissahickon*; and mate of the *Philadelphia* one and a half seasons. He then attained to the position of master on the schooner *Sherwood* for one season, and the following one served in the same capacity on the *Gordon Campbell*. For five seasons he was captain of the *Conemaugh*, four of the *Lycoming*, seven of the *Clarion*, and two of the *Mahoning*, thus rounding out over twenty years of service with the Anchor line.

At Erie, Penn., in 1881, the Captain was married to Miss Margaret Jordon, of Buffalo, N. Y., a sister of John Jordon, who is chief engineer of the *Schuykill*.

Captain Corcoran is a member of No. 50, Buffalo Ship Masters Association, and Branch No. 12, C. M. B. A., of Erie. The family residence is at No. 225 East Third street, Erie, Pennsylvania.

JOSEPH R. BLANCHETTE, who has been chief engineer of the *Nyanza* since the season of 1892, is the second of five sons of William and Catharine (Quilliams) Blanchette. The father was an old-time steam-

boat engineer, and was lost on the lakes, in 1856, while on the *J. W. Brooks*, of the old National Transit line. The sons, like their father, all became engineers; and Thomas, the eldest, met with the same fate, being chief engineer of the *B. W. Jones* when she was blown up at Port Huron, on the *St. Clair* river, in May, 1871. John is a locomotive engineer on the Chicago, Burlington & Quincy railroad, and resides at Aurora, Ill. Nelson is a locomotive engineer on the Flint & Pere Marquette railroad, residing at Saginaw, Mich. Frank, the youngest, is engineer on the Northern Pacific railroad.

Joseph R. Blanchette, the subject of this sketch, was born in Avon, Ohio, in 1845, and obtained his schooling at that place. His first employment was running a drill for the Dean & Eaton Car Co., at Detroit, Mich., and after three years of that work he entered the machine shops of the Kellogg Nut and Bolt Works, remaining there two years. He then started railroading, firing on the Grand Haven & Milwaukee railroad for the three years of 1864-65-66, and in 1867 began his marine life as assistant engineer of the tug *Grant*, out of Detroit, owned by John Deman. Leaving her after two seasons, he went on the tug *Thomas Quayle*, of which he was second engineer for the season of 1869, and the succeeding seasons of 1870-71 was chief engineer of the *Jay Cook*, a passenger boat, of Detroit. In 1872 he returned to railroading, as locomotive engineer on the Flint & Pere Marquette railroad until May, 1874, when he left to accept the position of chief engineer of the *John Sherman* for that season. During the winter of 1874-75 he engaged in railroading again until March 22, 1875, when he again went on the *John Sherman* as chief. In 1876-77 he was chief of the *George R. Dunlap*, and for the four successive seasons, from 1878-81 inclusive, of the *Dove*, being then transferred to the *Arundel*, of which he was chief the next nine seasons. It will thus be seen that Mr. Blanchette spent seventeen years in the employ of the Detroit, Bay City and Alpena Mail line of steamers. He entered the service of the *McBrier* line, of Erie,

Penn., in 1891, as chief of the *Fedora*, and in 1892 went on the *Nyanza*, belonging to the same line, and was on her five seasons. During his career as engineer Mr. Blanchette has proven himself a careful, reliable and steady navigator, never having been in any steamboat collision or wreck, and since he has had chief's papers has been in the employ of only two lines, one seventeen, the other seven, years.

He is the holder of a number of issues of chief's license, is a member of Local Harbor No. 1, Marine Engineers Beneficial Association, of Buffalo, and is a thirty-second-degree Mason, being a member of Michigan Sovereign Consistory, A. A. S. R., Valley of Detroit, and Blue Lodge No. 129, F. & A. M., of Bay City, Michigan.

Mr. Blanchette was married, December 12, 1876, to Miss Louisa Clark, a daughter of T. L. Clark, an old pioneer of Maumee, Ohio. The family residence is at No. 209 Potomac avenue, Buffalo, New York.

MICHAEL McCORMICK was born at Cleveland, Ohio, December 13, 1859, and received his education at St. Malachi's parochial school in that city. On commencing his marine life he went as fireman on the tugs *Shoo Fly*, *Fannie Tuthill* and *Maggie Sanborn*, owned by L. P. & J. A. Smith, and then shipped in the same capacity on the tug *Abe Nelson*, owned by Robert Fields, all of this service occupying three years. He took out his license as engineer in May, 1877, and was appointed engineer of the tug *Maggie Sanborn*, transferring from her to the *Fannie Tuthill*, *Peter Smith* and *L. P. Smith*, in the order named; he served one season in each, finishing the year on the last named tug, and the following year brought out new the tug *S. S. Stone*, with which he also remained one season. He then went to Chicago and entered the employ of the Vessel Owners Towing Company, being assigned to the tug *Blackball No. 2*, in which he remained two seasons, and later to the tug *Protection*, which he engineered one season. He next entered the employ of the *Dunham Wrecking & Towing Co.*, and shipped on the tug *Chicago* for one season, following

this service by a season on the *Mosher*. In 1894 he returned to Cleveland and entered the employ of the Vessel Owners Towing Company as engineer of the tug *Criss Grover*, on which he remained to the close of that season and throughout the next. In 1896 he brought out the same boat, finishing the season on the tug *William Kennedy*. Mr. McCormick is held in high esteem by the companies who have employed him, and having acquired a well-deserved reputation for diligence and close application to duty, his services as engineer are always in demand.

GEORGE J. FUHRMANN was born in 1863, in Bucyrus, Crawford Co., Ohio, son of Thomas W. Fuhrmann, a stationary engineer, whose native land was Germany. The parents removed to Erie, Penn., in 1872.

At the age of thirteen Mr. Fuhrmann was placed in charge of an engine, and he continued to follow stationary engineering until he was eighteen years old, when he commenced sailing. His first experience on the lakes was as fireman on the steambarge *Frederick McBrier*. After five months service on her he became fireman of the tug *Thomas Thompson*, and the next year held the same berth on the propeller *Wissahickon* for three months, finishing the season as watchman on a dredge. The next season he was fireman and then engineer on the steamyacht *T. H. Welch*, since which time he has been employed as second engineer on steamboats and as tug engineer. He has been first-assistant engineer of the propellers *Horace B. Tuttle*, Ohio, *Walter A. Avery*, Sitka, *Manola*, *Matoa*, *Mesaba*, *Italia*, German, *J. H. Devereux* and *Merida*. Mr. Fuhrmann was with the last-named vessel when her engines raced to pieces on May 28, 1896, due to the propeller wheel becoming lost from the end of the shaft. The engines were of the triple-expansion type, of 3,000 horse-power, and were turning at the rate of eighty-two revolutions per minute under 168 pounds of steam, when the accident happened. In some manner the propeller wheel slipped off the shaft and the engines, under the terrific pressure and relieved of the resistance of the water to the

screw, began to turn with frightful rapidity. Although one of the engineroom employes was standing at the throttle at the moment, he could not shut off the steam quickly enough, and in an instant the high pressure and the low pressure engines flew into a thousand pieces, one mass of metal weighing two tons being thrown directly over the engineer's head. Mr. Fuhrmann was not on duty at the time, but was asleep in his bunk at the side of the engine-room. The flying metal escaped him, as it did everyone else on board, no one being injured except the engineer, who fell into the hold of the vessel while running to escape the blinding steam. While the *Merida* was receiving a new engine Mr. Fuhrmann acted as engineer of the tug *Gregory*, remaining with same to the close of the season. Mr. Fuhrmann has been in two other accidents during his sailing career. While he was engineer of the *Thomas Thompson*, that tug was driven under the jib boom of the schooner *David Vance*, off Erie, and her upper works were crushed in; this occurred while the *Thompson* and another tug were racing to the *Vance*. He was also in the steamer *German* when she went ashore on the rocks on Big Sand Point, Lake Michigan.

Mr. Fuhrmann was married January 28, 1891, to Miss Emma D. Carlton, of Macomb county, Mich. They have one son, Harry Fuhrmann.

CAPTAIN F. C. HART who has been connected with marine interests from the age of fourteen years, has in his long and varied experience passed through all the successive stages of a sailor's life, now holding the position of superintendent for the J. Emery Owen Transportation Company at Detroit. He has always resided in that city, having been born there August 17, 1848, and he received his education at the public schools. His father, W. W. Hart, who is still living at Grand Rapids, was a shipowner, and had various marine interests several years ago, and to this occupation the son naturally drifted. He first shipped out of Detroit on the *Gladiator*, where he acted as boy one season, from this boat going to the brig *Waurecan* as ordinary sea-

man, and during the season following he acted in the same capacity on the *Forest* and the *Rio Grande*. His next berth was that of second mate on the schooner *Supply*, and in 1866 he was mate of the bark *Winslow*; in 1867 he was given command of the *John P. Ward*, after which he sailed the *Mountaineer*, *L. L. Lamb*, *Wells Burt*, *Michigan*, *Emma L. Cayne* and *E. A. Nicholson*, returning from this boat to the schooner *Michigan*, on which he remained until 1888. He has since held the position of marine superintendent for the J. Emery Owen Transportation Company. Captain Hart's experiences on the water were uniformly fortunate, for he never suffered shipwreck or serious accident, a record which has given much satisfaction to those for whom he has sailed, and added to his own reputation as sailor and master.

Captain Hart was married in August, 1874, to Miss Adeline Gorden, of Port Colborne, Ont., and they have three children: John, who is employed at the Commercial Bank at Detroit; Alice; and Fred, who is attending high school at the present time.

CAPTAIN A. MCKENZIE was born at London, Ontario, July 16, 1844, and lived at that place until he was twelve years of age, when he came with his parents to Sanilac county, Mich. His paternal grandfather, Andrew McKenzie, was a surgeon in the British army and later a merchant of Manchester, England, and the same relative on his mother's side, Edward Carney, was a surveyor employed by the British Government to survey the Canadian country between Niagara and the lower end of Lake Huron, for which service he was granted seven hundred acres of land. John and Mary (Carney) McKenzie, the Captain's parents, were natives of Scotland and New York State, respectively. The father spent the greater part of his life in farming; he died in May, 1889, survived by his wife, who passed away in April, 1892.

Having no desire to follow the occupation to which his father had devoted his life, Andrew McKenzie decided to be a sailor, and beginning that career at the age of fourteen years he shipped on the *Avenger*, as

boy. The following season he acted as able seaman on the *Harwich*, afterward serving one season in the same capacity on the *Falcon*. The next year he was master of the *New York*, and after one year as mate on the *Coleman* was put in command, continuing thus for two years. In 1866 he bought the *Malisa*, and sailed her two years, soon after coming to Detroit, where he entered the employ of the Western Transportation & Coal Co., with whom he remained seven years. He then shipped on the schooner *Clement*, and after one season in command of that boat left the water for some time, returning in 1892, when he took command of the lighter *Gray Oak*, at Duluth, for the Western Transportation Company. In 1893 he came to the Bay City, of which he has since been in command, looking after the repairs in the winter season.

On December 25, 1864, Captain McKenzie was married to Miss Mary L. Ashley, of Lexington, Mich. Their children are: Florence, who is married to H. W. Belville, a marine man, and lives in Detroit; Nellie, who is married to Capt. H. W. Baker, and also resides in Detroit; Alice, wife of Edward LaPine, of Detroit; and Grace, who is married to Andrew Zimmerman, and resides in Marshall, Michigan.

ADAM HAIG. This veteran marine engineer has been in active service on the lakes for more than half a century. He was born in Edinburgh, Scotland, in 1832, and came to the United States at the age of fourteen years, settling in Oswego, N. Y. He began work at once as fireman on the propeller *J. M. Wood*, running between Chicago and Oswego, and remained on that boat for two years. In 1850 Mr. Haig shipped on the propeller *Vandalia*, afterward sailed as oiler on the side-wheel steamer *Lady of the Lake*, on Lake Ontario, and then shipped as fireman on the *Cleveland*, remaining on her until she was burned at Port Maitland on Lake Ontario. In 1851 he again sailed on the *Lady of the Lake* as second engineer, also serving in this capacity for three years on the new line of boats, the *Oswego*, *Kentucky*, *Cincinnati*, *Dayton* and *St. Nicholas*. In

1855 he came to Buffalo, and engaged in the service of the American Transportation line, sailing as second engineer of the propeller *Queen of the Lakes*. In 1857 he shipped on the *Esquimaux*, of the Central line, as second engineer, sailing between Buffalo and Sandusky, and in 1858 sailed on the propeller *Hunter*, plying between Chicago and Collingwood, Ont. In 1859 he accepted the position of second engineer on the propeller *Susquehanna*, of the Peoples line, and in 1862 became engineer on the propeller *S. D. Caldwell*, remaining in that berth until 1865. He then sailed as engineer on the new propeller *Nebraska*, and the next season shipped in the same capacity on the *Colorado*. The following two years he remained ashore, but on the completion of the new propellers *Scotia* and *Cuba* he became engineer on those boats, continuing thus until 1880, when he took out the *John B. Lyon*, on which he sailed for four years. After the close of this service he remained ashore for five years and then for five years served as engineer of the *A. P. Wright*, which he took out in 1886. In 1891 he went on the propeller *Tacoma*, of the Lehigh Valley line, the same year transferring to the *C. H. Bradley*, of the same line, on which he has since been engaged.

Mr. Haig was married in 1856 to Miss Jeanette Atchison, of Ogdensburg, and has four children living, two of whom are marine engineers on the lakes. The family reside at No. 229 Plymouth avenue, Buffalo.

CAPTAIN DAN HENDERSON was born in Oswego, N. Y., in 1862, son of Capt. William Henderson, who is at present residing in Kansas City. He attended the Oswego schools while a boy, and also during the winters after he began sailing.

The Captain's first experience on the lakes was gained when he was fifteen years of age, as seaman on the schooner *Oades*, following which he served successively in the schooners *Maggie*, *Trenton* and *Orient*, being mate on the last-named craft until she was lost on Point Peninsula, Lake Ontario. Then for a time he was mate of the *Garrett Smith*, after which he remained on

shore one season, employed as clerk in a grocery store in Cleveland. He was later mate of the schooner *Colonel Cook*, and then fireman of the tug *R. K. Hawley*, of which he shortly afterward became engineer, and he was subsequently connected with the tug line of Capt. Robert Greenhalgh in Cleveland, bringing out new the *Doan*, *Warwick*, *Bolton* and *Mary Virginia*. While he was serving as captain of the *Doan* she struck a snag while backing, and her rudder being turned violently sidewise, he was thrown over the wheel and severely injured in the side, being laid up for some time. The next year he took the *Doan* outside the harbor to bring in a vessel; the tug tripped on the line and turned completely over, the hands being rescued by the life-saving crew. After this accident Captain Henderson went to Ashtabula, and finished the year in the tug *Dragon*. He was janitor of the Waverly school one year, and in 1887 entered the employ of the Cleveland Sand & Gravel Co., as captain of the sandboat, with whom he has remained ever since, with the exception of one year, when he was pilot of the fireboat *J. L. Weatherly*. In 1896 he was made superintendent of the company.

Captain Henderson in 1880 married Miss Lena Anthony, of Cleveland. Their children are: Will, Ruby and Grace.

ALBION MACADAMS, engineer of the steel steamer *Ericsson*, was born in Ayrshire, Scotland, in 1847. His father, Samuel Macadams, who was a lifelong follower of the sea, served thirty-four years in the British navy and reached the highest rank attainable by an ordinary seaman, that of sailing master of a man-of-war. He was raised to the life of a fisherman, and was impressed into the navy during his youth, receiving his last promotion at the battle of Navarino, when he was made sailing master of *H. M. S. Ramellies* by Admiral Sir John Codrington, for conspicuous bravery and ability. This position, which is now known by the title of navigating lieutenant, was held by him for fourteen years.

Albion Macadams served his apprenticeship as machinist on the *Clyde*, afterward

sailing with the *Cunard* and *Anchor* lines. For three years he was engineer in the secret service in England. Coming to the United States in 1874, he worked seven years in the establishment of William Cramp & Sons, Philadelphia, and while there became a citizen of the United States. He sailed with a number of their vessels during that time, among them the *Mascotte*, *Arcadia* and *Tropic*, and for one year he was on the *Lorenzo Dow Baker*, sailing from Boston, Mass., to the West Indies. Through ill health he was forced to leave the coast, removing thence to Buffalo, N. Y., and in 1889 he engaged with the Northern Steamship Company as superintending engineer. He remained in this employ until December, 1894, having charge of the machinery in vessels belonging to this line, and those of the Lehigh Valley line and the Union Transit Company, after which he returned to the coast, sailing on various vessels south and to the West Indies. Returning to the lakes he joined the steamer *John Ericsson* in the summer of 1896. Mr. Macadams has sailed on many vessels, and he declares that the *Ericsson* is as staunch a seagoing ship as ever he set foot upon. He makes his home in Buffalo.

CAPTAIN D. B. CADOTTE, of Detroit, Mich., was born in Algonac, St. Clair Co., Mich., in the year 1848, was brought up in his native town, and in 1859 sailed part of a season on the schooner *Harriet* as cook. The two following seasons he was cook on the *Frances Ada*, after which he shipped on the schooner *Mercer*, sailing on her three seasons, and during the last he ranked as able seaman. The following two seasons Captain Cadotte sailed before the mast on the barkentine *Massilon*, and in 1869 he was mate of the schooner *D. M. Carrington*, continuing for two years in that position. In 1872 Captain Cadotte took command of the schooner *Lily May*, which he sailed three seasons, transferring from her to the steambarge *Trader*, the first on the lakes for one season. The following year he returned to the *Lily May*, upon which he remained for the next five seasons, at the close of this service taking command

of the steamer Shawnee, which he sailed for eight seasons; she belonged to the same company as the Lily May and the Trader. In 1889 the Captain was given charge of the schooner Mary B. Mitchell, of the Mitchell Transportation Company, Bay City, and sailed her for seven years, in 1896 entering the employ of the Cayuga Transportation Company as master of the schooner Olive Jeanette, with which he is still connected.

Captain Cadotte is married, but has no children. He has four brothers, all of whom are marine engineers, three sailing at the present time.

CAPTAIN DUGALD BUIE is a native of Renfrewshire, Scotland, and was born in 1838, the son of Archibald and Sarah (McDougall) Buie, who had eight children in all, the others being named, respectively, Duncan (now deceased, who was for about sixteen years a navigator on the Great Lakes), John, Archie, Angus, Hugh, Sarah and Flora. The father, who was a farmer by occupation, came to Canada in 1848. He died in 1885, and the mother passed away a year later.

Dugald Buie obtained a little schooling at his birthplace, and came to Canada with his father, locating near Collingwood, on Georgian Bay. His first experience on the lakes was as a boy before the mast of the Canadian schooner Mary, of Port Dover, on which he remained one season. During the succeeding seasons until 1860 he rose to second mate, and in that year shipped out of Quebec before the mast in an ocean vessel engaged in the trade between that port and the West Indies. In 1862 he returned to the lakes, and after wheeling a trip in the propeller Sun went before the mast in the schooner San Jacinto for the remainder of the season. In 1863 he went on salt water again, shipping in the East India and South American trade. In 1867 Captain Buie went to Buffalo and shipped as second mate on the schooner J. V. Taylor for the season; for that of 1868 he was second mate on the propeller Sun; in 1869 of the Montgomery, and in 1870 of the Annie Young. In the latter year he was also second mate

of the Orient, and about October 20 left Grand Haven, Mich., for Chicago; experiencing a gale of wind, they ran back for the port of Grand Haven, but they struck a bar outside of the pier and were wrecked, the vessel breaking in two fifteen minutes after striking the bar. In 1871 the Captain shipped as second mate of the Sun, and in 1872 of the Empire State. For the seasons of 1873-74-75-76 he was mate respectively of the Chicago, Plymouth, Mohawk and Colorado; for those of 1877 to 1880, inclusive, held the same berth on the Montana, and in 1881 became master of the Plymouth. For the next four seasons he was mate respectively of the Oneida, Vanderbilt and Syracuse, and in 1886 he commanded the Huron City. The following season he was mate of the Merker for a couple of trips, and from the spring of 1888 to the close of navigation in 1892 he commanded the steamer Buffalo, of the Western Transportation Company's line. During the succeeding seasons up to and including 1896 Captain Buie had charge of the steamer Boston, of of the same line. In all his long experience on the lakes he never was in serious trouble but once, in 1890, when he put out of Milwaukee harbor with the Buffalo and grounded about one hundred and fifty feet from the pier, losing his shoe, rudder and wheel. The steamer drifted ashore in the the wind and sea, and she was scuttled to keep her from pounding. In thirty-six hours she was pulled off and inside of the harbor unloading her cargo of general merchandise, and was later towed to Chicago and laid up, as it was the last trip in December.

Captain Buie was married, in 1872, at Buffalo, to Miss Catherine Grant, and they reside at No. 262 Grant street, in that city.

JOHN L. SIMMONS has inherited a penchant for the lakes from his father, George L. Simmons, who is a well-known engineer. His mother was formerly Miss Sarah D. Wyatt, and he was born December 14, 1871, at Bedford Mills, Ontario. In 1879 the family removed to Detroit, from Kingston, Ontario, where they had resided a couple of years. Mr. Simmons has four brothers:

Thomas, James, Charles and Ezra, and one sister, Edith. In 1884, when still a lad, as a start for a lake career, he put in the season as second porter of the Atlantic, of Grummond's line, running from Cleveland to Detroit and Mackinaw. In 1885 he began the season as porter on the Idlewild, but he soon left her to become a waiter on the Dove, running between Mackinaw and Manistique. During 1886 Mr. Simmons was wheelsman on the tug Swain and lookout on the Flora, and he began the season of 1887 as watchman on the Mary Pringle, but after she was wrecked off Cleveland he returned to the Swain as watchman and closed the season on her. In 1888 he went to the tug Champion as oiler, and during the season of 1889 he oiled on the steamer Florida, holding the same berth on the A. D. Thompson for part of the season of 1890, which he finished on the Cayuga. The season of 1891 he served on the Chemung, and in the spring of 1892 he went to Boston from Buffalo to come around the ocean route, around Nova Scotia and down the St. Lawrence to Buffalo, as oiler on the steamer William Harrison, making a run of about two thousand miles on salt water with a jet condenser. He had an interesting trip, during which they suffered a partial wreck below Quebec, at Riviere De Loup. The boat was floated after a hard and long struggle, and Mr. Simmons finished the season on her. That fall he procured his papers, and in 1893 he was second engineer on the State of Michigan and the Corona. In 1894 he helped to fit out the William H. Barnum, at Chicago, and started as her second engineer, but as she was wrecked in the Straits by ice he went as second engineer of the M. M. Drake. He began the season of 1895 as second of the tug Sampson and finished it on the M. M. Drake, in 1896 serving as second engineer of the Colorado, and in 1897 his position was chief engineer of the steamer Unique.

When Mr. Simmons was about seventeen years old he was chief engineer of a Canadian fishtug in Georgian Bay, but on his second day in that position he burned the soft plug out, and they were all night making the five miles to Duck island

by the use of oars and sail; he became discouraged with his luck and contemplated taking up another line of business, but he failed to give up engineering, as his record shows. For eight years Mr. Simmons spent his winters with his father, who was chief engineer of the Grummond line, in doing repair work. During the last couple of winters, however, he has acted as solicitor for the Fraternal Life Co-operative Association of Michigan. Socially he is a member of the M. E. B. A., No. 3, and he is also an enthusiastic Mason, belonging to Detroit Lodge No. 2, F. & A. M., Monroe Chapter No. 1, R. A. M., and Monroe Council No. 1, R. & S. M.

Mr. Simmons was married on June 5, 1896, to Miss Arlie Burt, daughter of E. J. Burt, a contractor of Port Huron, Michigan.

CAPTAIN PETER JOHNSON, master of the lumberbarge Isabel Reed, is an old salt-water sailor, as was his father before him. His surname is really Jensen, but when he first hired out for employment after coming to America his employer called him Johnson by mistake, and thus he has since been known. The Captain was born in Denmark in September, 1835. He first sailed in small schooners and brigs along the shore of his native country, as early as 1848, and from that year until his emigration to America he was in various salt-water craft to and from Liverpool, the East Indies, Spain, Newport, Wales, Melbourne, Australia and Bombay. In the spring of 1858 he came to this country and during April shipped before the mast on the brig Buffalo. After a season in this employ he went on the schooner Josephine in the same capacity, and remained with her until November, 1859. During the season of 1860 he was part of the time on salt water, in July returning to the lakes and going before the mast in the schooner M. F. Johnson. The seasons of 1861-62-63 he was with the schooner Josephine again, becoming second mate of her for the season of 1863. He was second mate of the schooner Boody for a couple of seasons, and then, in 1866, became first mate of the bark Clayton, continuing as such until July 4, of that year; on July 5, he was made

master, and remained with her to the close of navigation. For the seasons following until 1889, he commanded in turn the following schooners: Despatch, of Detroit, one season; Josephine, eight seasons; Montana, of Detroit, four seasons; and the Mont Blanc, owned by Merrick & Eselstein, eight seasons. In 1889 he became master of the Isabel Reed, and still retained in that position during the season of 1896, living aboard of her as ship-keeper the winter of 1896-97.

Captain Johnson was married in 1861, to Miss Mary W. Strong, of Tonawanda, and they have the following named children living: Emma (1898), thirty-one years of age; Clara, twenty-nine; William, twenty-seven; Gertrude, twenty-three; and Aggie, eleven. The son William has been master of the lumberbarge Ben Hanson seven years in all, and for the last three years consecutively. Captain Johnson has been a Master Mason for over thirty years.

ANSON LOVELESS was born April 19, 1856, at Muskegon, Mich., son of Charles and Elizabeth (Piggott) Loveless, are natives of Pennsylvania and Canada, respectively. They are still living and reside at Fremont, Michigan.

Anson Loveless attended school at his native place until he was eighteen years of age, when he went to Ann Arbor and served two years at the machinist's trade. In this occupation he spent seven years altogether, and then began his marine life, shipping on the steamer Massachusetts as oiler. He served three seasons in that capacity upon the Minnesota, Manhattan and Manchester, in December, 1890, receiving his papers. The following year he spent in Milwaukee as engineer of the Milwaukee Light & Power Co., and upon his return to the lakes he became second engineer on the William H. Wolf for part of a season, finishing same on the Lackawanna, afterward spending a year and a half on the Escanaba and the same length of time on the E. P. Wilbur. In 1896 he came on the Parks Foster to fill the position which he now holds. * Mr. Loveless has traveled extensively throughout the United States,

has visited the Pacific coast twice, and made a trip to China on the City of Peking as ship machinist.

Mr. Loveless was married, June 8, 1876, to Miss Jennie Hough, of Kingston, Ontario, who died in December, 1878, leaving one child, Minnie, who still lives at her father's home. On January 1, 1896, he was married to Miss Jeanette Stewart, of Racine, Wis., and they have one child. Socially Mr. Loveless is a Royal Arch Mason, a member of the Eastern Star, I. O. O. F., M. E. B. A. and Hoo-Hoos.

CAPTAIN FRANK J. CADOTTE, of Detroit, Mich., belongs to one of the old French families of that city. He was born in the year 1844, and was about three years old when his father, who was sailing at the time, was drowned. Captain Cadotte was brought up in Detroit, attending school there, and in 1860, at the age of sixteen, began to sail, starting as boy on the schooner Courtland, under Capt. Frank Frazer. In 1863 he was first mate of the schooner Ferret, and after two more seasons, one as second mate, and one as first, he was given command of the schooner George Foote. The following season he sailed the schooner Albion Benson for William Stewart, of Detroit, and then took command of the Foote again, sailing her until November 15 of that season, when she went ashore in Lake Ontario, at Niagara, Ontario. Captain Cadotte was then transferred to the Theodore Perry, another of Stewart's boats, and sailed her two seasons, later commanding the Morning Light two seasons, and the W. G. Grant one season. Mr. Stewart going out of business at this time, Captain Cadotte purchased the schooner New Hampshire, and, after sailing her two years, sold out and entered the employ of D. Whitney, Jr., of Detroit, for whom he sailed ten consecutive seasons. Two of these were on the barge Adirondack, two on the Dashing Wave, four on the Wayne and two on the Ashland; the Ashland and the Wayne he brought out new. For two years after leaving the Whitney line, Captain Cadotte was in the hotel business at Wyandotte, Mich. He returned to the lakes about seven years ago, and has ever

since been in command of the schooner Michigan, for J. Emery Owen, of Detroit. He is well acquainted among Detroit vesselmen on account of his long residence there.

Captain Cadotte was married, in 1867, to Miss Emma Chase, of Columbus, Ohio, and they have had three children, Frank E. O., one who is deceased, and Arthur B. Cadotte.

WILKINS OSGOOD, an engineer of good report and a member of the Marine Engineers Beneficial Association, is a son of Joseph and Mary Osgood. He was born at Garland, Penobscot Co., Maine, in 1856, received a public-school education at that place, and afterward removing to Bay City, Mich., there commenced his seafaring life as assistant engineer on the steamer Mackinaw. He next shipped in the same capacity on the steamer Ontonagon, remaining one season, and the following year was appointed to the steamer Sitka, on which he remained six months, finishing the season on the Egyptian. He then shipped on the Aurora for one season; the John Harper for six months, finishing the season on the P. Minch; the Hadley six months, finishing in the Byron Whittaker; and the Matoa for one year. In 1885 he received chief's papers and engineered the D. P. Dobbins; in 1891 was appointed engineer of the Waverly, whereon he remained one year; was engineer of the W. P. Thew one season; the Fred Kelly one season, and the Hattie B. Perew, continuing on her two seasons and laying her up in the winter of 1896. Mr. Osgood has proved himself capable and skillful in the handling of an engine, and his bill of repairs is always small, the machinery under his care being kept in good working order.

Socially Mr. Osgood is an Odd Fellow, being a member of Phoenix Lodge, of Cleveland. He was united in marriage to Miss Elizabeth Straight, of Salem, Ohio, on December 23, 1893.

ROBERT S. HAY. In this age of steam power upon the Great Lakes the equipment of the big freighters and passenger palaces with engines and machinery is a most im-

portant part of their construction. Perhaps no engineer could be found who has had a more extended experience in that delicate and skillful work than Mr. Hay, who for many years was an engineer upon the lakes, but since 1886 has had charge of large machine shops and as superintendent has fitted out a number of modern fleets.

Mr. Hay is a native of Scotland, born January 15, 1840, the son of Alexander Scott and Margaret (Cockburn) Hay, natives of the same country. The father was by occupation a farmer. After coming to America Mr. Hay was engaged at his trade of machinist until 1861, when he began his nautical career as assistant engineer of the steamer Cataract. Subsequently he served as assistant engineer on the steamers Nile and Mary Stewart, and as chief engineer on the following vessels: Akron, Buckeye, Brooklyn, Champlain, Selah Chamberlin, E. B. Hale, Henry Chisholm and Republic. Mr. Hay's experience upon the lakes terminated in 1886, when he was called to a more important and lucrative position, having been appointed superintendent of the Globe Iron Works Company, of Cleveland. While thus engaged Mr. Hay placed the engines in several steamers for the Minnesota Iron Company—the Marina, Masoba, Maruba, Matoa, Manola, Maritana and Mariposa; in the following eight for the Northern Steamship Company: North Wind, Northern Wave, North Star, Northern King, Northern Queen and Northern Light, and the two passenger steamers North West and North Land. He fitted out in a like manner the passenger steamers Virginia and Atlanta, of the Goodrich line; the steamers Roman, Saxon, German, Briton, Norman and Grecian, of the Menominee line; the Castalia and the Charles Sheffield, for H. H. Brown; the Republic, for the Republic Iron Company; the Parks Foster and the Ira Owen, for the Owen line; the Olympia, of the Wilson line; the two lighthouse tenders Lilac and Columbia; the revenue cutters W. Q. Gresham, Algonquin and Onondaga; the yacht Comanche; the Carolia, Corsica, Corona, Cambria and Globe, of the Mutual line; the Wilbur, Seneca, Saranac, Cuyahoga and

Tuscarora, of the Lehigh Valley line, and the steamers R. Rhodes, James Pickands, Missoula and Yakima. Mr. Hay severed his connection with the Globe Iron Works Company July 1, 1898, to take charge of the machine shop of the Cleveland City Forge Company, where he is at present serving as superintendent.

In 1863 Mr. Hay was married at Cleveland to Miss Mary J. McKnight, and they have had eight children, five daughters and three sons, all living but one son. Mr. Hay has excellent health, supplementing his mental vigor and activity with a robust constitution which has enabled him to accomplish a vast amount of work. He is interested deeply in marine affairs, and as an engineer and machinist is well known among lake men.

M. CONLEY has been connected with the Great Lakes for twenty-nine years, being in the employ of one company for twenty-six years of that time. He is chief engineer for the Inter Ocean Transportation Company, of Milwaukee, having in charge the machinery on its entire fleet, and in addition to this is the efficient engineer of the steamer Maryland. It is needless to add that he is one of the most experienced and capable engineers on the lakes.

Mr. Conley was born in the Province of Ontario, Canada, in 1847, the son of John and Margaret (Sheehan) Conley, natives of Ireland, and who became early settlers of Canada. John Conley was a farmer, and followed that occupation in Canada till his death. His widow then came to Chicago, and died in that city. Mr. Conley was educated in Canada, but, in 1860, when a boy of thirteen years, he went to Cleveland, and for a number of years was working for the tug lines and doing dock work. In 1869 he began steady sailing, starting from Cleveland on the old passenger steamer Atlantic, engaged in the Lake Superior trade, and the next year, 1870, he came to Chicago and was on the R. Prindiville, owned by Detroit parties.

In 1872 Mr. Conley commenced his long term of service with the Inter Ocean Transportation Company, known at that time as

the Lake Michigan Transportation Company. A year later he was appointed chief engineer of the company, and in that capacity he assisted in bringing out all their boats, and in looking after the machinery department, serving as engineer of the steamer Ira H. Owen until 1880, and during that year became engineer of the steamer Minnesota, brought out that same year by this company. In 1881 the Inter Ocean Transportation Company built the Massachusetts and the Merrimac. During this year our subject was engineer of the Massachusetts, she having the Merrimac in tow. The following year the Merrimac was fitted out with machinery, and Mr. Conley was placed in charge of it, and he was engineer of her until the Manhattan came out in 1887, when he assumed charge of the machinery of the new vessel, and remained with her until the Manchester was built, when he was transferred to her as chief engineer. The Maryland, one of the finest steel steamers on the lakes, and engaged in the general freight trade, out from Milwaukee, was likewise indebted to Mr. Conley for the first care of her machinery. He assumed charge of her in 1891, and still continues as her engineer.

Mr. Conley has been a resident of Chicago since 1872. He was married, in 1872, in Canada, to Miss Catherine Collins, a native of Canada. To Mr. and Mrs. Conley have been born four children: John F., Julia, Carrie and Edna. John, the only son, was assistant engineer of the Maryland in 1895, having previously served as oiler on the Maryland and Manitou. He was reared to vessel life, and started for himself when sixteen years of age. In 1896 he was first engineer on the Adella Shores. He is a prominent member of the M. E. B. A., and affiliates with the Chicago Branch No. 4, and in 1898 was elected its corresponding secretary.

CAPTAIN JAMES B. HAYES, of Detroit, Mich., was born in that city in the year 1863, and was raised in Amherstburg, Ontario. His father was a vesselman, and died in the marine hospital at Detroit several years ago. Captain Hayes first went

on the lakes in the season of 1878 as deck-hand on the *Crusader*; after three weeks he was watching and wheeling, and he remained on the *Crusader* four seasons in these capacities, next shipping as wheelman on the steambarge *Annie Smith* for one season. He then entered the employ of Parker, Miller & Co., for whom he was wheeling one season on the steambarge *Minneapolis*, and his next berth was on the *Osceola*, of Ward's Lake Superior line. After wheeling for one trip, he became second mate, remaining in that position four years, and subsequently served as second mate of the *Samuel F. Hodge*, and sailed for one season on the *William H. Stevens* as first mate. He was also first mate for one season on the steambarge *Annie Smith*, which was lost that fall on Lake Huron off Forty Mile Point. The following season he was first mate on the steambarge *Business*, of Cleveland, and he then obtained employment with the *Detroit, Belle Isle & Windsor Ferry Co.*, for whom he served two years as mate of the ferry *Sappho*, and for the same length of time as captain of the ferry *Ariel*, plying between Detroit and Walkerville. In the spring of 1895 Captain Hayes left the *Ariel* and went on the steamer *Nipigon* as second mate, after a short time becoming first mate, which position he still holds.

Captain Hayes was married, in 1886, to Miss Carrie Pascadden, of Kingsville, Ontario, and they have four children: Joseph W., James F., Ariel W. and Mary C. He has lived in Detroit for more than twenty years.

RICHARD MASTIN is the son of Gilbert G. and Catherine Mastin, both of whom died when he was but two years of age, and he subsequently lived with his grandparents until he went to learn his trade. The Mastin family traces its genealogy back to residents of Amsterdam, Holland, and the early settlers of the United States. Richard Mastin's grandparents, David and Rebecca Mastin, were among the pioneers of the lower peninsula of Michigan, having migrated thither from the State of Vermont in 1832, and located on the present site of

the city of Port Huron. They then entered the unbroken forest, penetrating twenty miles to a place now known as Brockway, where they took up a section of land and commenced to make a clearing for agricultural purposes. Mr. Mastin, like many of the hardy settlers of that day, found it necessary to blaze a road through the trees of the forest, in order to make his way to and from the trading post at Port Huron. Prosperity crowned his efforts as his land yielded to cultivation, and he was enabled to further his enterprise. He erected the first sawmill (operated by water power) in that part of the country, and cut the first lumber, and later he built what is known as the plank road from Brockway to within six miles of Port Huron. Being the owner of a large tract of valuable timber land he began the business of lumbering, afterward forming a company, with the firm name of Mastin, Crippen & Co., at the head of which he remained until the time of his death in 1886. Gilbert G. Mastin, father of Richard Mastin, was a prominent contractor and bridge builder, and also did a good business grading and excavating for railroads. Between the years 1850 and 1856 he owned interests in several vessels plying the lakes.

Richard Mastin was born in 1858 at Brockway, St. Clair Co., Mich. He received a public-school education, and at an early age became an apprentice to the trades of machinist and boilermaker, which he thoroughly mastered. Later he worked as a journeyman in some of the largest and best shops in the West, among them the Cuyahoga Works and Globe Iron Works, of Cleveland, Ohio, remaining with the latter establishment a number of years. He also held the position of foreman in several machine shops, and his experience in same proved of great advantage to him when he finally turned his attention to marine engineering, in which he has been eminently successful. In the spring of 1881 Mr. Mastin came out as first assistant engineer of the steamer *Prindiville* and he has also had charge of the machinery of the steamers *H. B. Tuttle*, *V. Swain*, *Superior* and *Fred Kelley*. He has been chief engineer of

some of the largest and best steamers on the lakes, among them the Chenango, Wocoken, McVittie, Matoa, the Lehigh Valley steamship Tuscarora, on which he served two seasons. In 1896 he brought out the new steamer Sir Henry Bessemer, which was the first of the Rockefeller fleet, and at this writing he is still in the employ of the Bessemer Steamship Company. Fraternally, Mr. Mastin is a member of the Marine Engineers Beneficial Association.

Mr. Mastin was united in marriage to Catherine Adamson, daughter of William and Mary Adamson, of Ashtabula, Ohio, and two children have blessed this union—Bessie and Nettie.

D. W. WISE, who, since March, 1881, has been engineer for the Chicago Terminal Railway Company's elevator Iowa, Fourteenth and Lumber streets, began sailing when but a young lad. He has held positions for long terms of service with large companies, and is highly esteemed by his employers.

He was born in New York City in 1848, son of Martin A. and Della (Sydney) Wise. The father was born in Wethersfield, Conn., and the mother in Virginia. Martin A. Wise was a printer, and was employed all his life in the office of the New York *Tribune*. Both he and his wife died in that city and are buried in Greenwood cemetery, New York. Daniel was reared in New York and New Brunswick, N. J., by his grandparents. Going to Albany, N. Y., he attended school and learned engineering, and about 1863, or when a lad of fifteen, went to Oswego and commenced firing on a tug, doing harbor work; then on the tug Winslow, on the Detroit river, for one year. His next employment was on a tug in the Chicago river, after which he entered the employ of the Chicago & Northwestern railroad, going on the tug Escanaba, which boat was doing tugging at Escanaba and Fort Howard. He remained in the service of this company for three and a half years, and then for a year was engineer on the passenger boat Saginaw, of Chicago, and for the same period engineer of the propeller Jacob Barclay, from Milwaukee.

In 1873 Mr. Wise came to Chicago, and for years was engineer on tugs owned by Donaldson Bros., doing all kinds of lake tugging on the tug now known as the Judge Field. In 1876 he entered the employ of the Michigan Transportation Company, controlled by Leopold & Austrian, and was engineer on the Joseph L. Hurd, a passenger steamer plying between Chicago and Duluth, and all intermediate points. He remained with that company until he accepted his present position in 1881.

Socially, Mr. Wise is a prominent member of the M. E. B. A., Chicago Branch No. 4, and is at present financial secretary of the association, and is regarded as one of its most substantial and trustworthy members.

In 1876, in Chicago, Mr. Wise was married to Miss Mary E. Todd, who was born in Napoleon, Ark. To this union have been born two children: Sydney S. and Sarah Agnes.

GEORGE CRAWFORD was born July 5, 1835, at Pennington, England, the son of William and Sarah (Brough) Crawford, also natives of England, both of whom are deceased. In his native country Mr. Crawford spent his first twenty-three years of his life, and then came to Halifax, Nova Scotia, where he resided about two and a half years. He subsequently lived in London, Ont., until 1863, coming, in November of that year, to Detroit, where he has since remained. Here he entered the employ of Heffron, the restaurant keeper, with whom he remained until he came into the government employ in 1864. His first service was on the Search, and he was later transferred to the Surveyor and the Little Ada, after which he remained on shore for a period of four years and engaged in business. In 1875 he was steward on the barge Chauncey Hulburt; in 1876 on the Annie L. Craig; 1877-78 on the W. R. Clinton; 1879 on the Alaska, and from 1880 to 1885 on the J. S. Macy, with the exception of the winter seasons, which he spent on the rivers Arkansas (one winter), Mississippi and Tennessee (two winters). He then returned to the lakes, still remaining in the government service, and spent

four years on the lighthouse tender Warrington, transferring thence to the Marigold, when she first came out. From the Marigold he was transferred to the Hayes, upon which he has continued five years as steward and cook.

Mr. Crawford was married to Miss Mary Culin, of Richmond, Va., in June, 1870. Their only child, George W., is fireman at the present time on the United States steamer Dahlia, at Chicago.

CAPTAIN P. PETERSEN has had considerable knowledge of salt water sailing in addition to his experience on the Great Lakes. He was born July 27, 1865, at Sandefjord, Norway, the son of Peter Petersen, a farmer of that place, who never came to America. The Captain sailed seven years on the ocean previous to his removal to this country, visiting the East Indies, Germany, Russia, Holland, Sweden and South America. On his arrival in the United States he settled in Cleveland, soon afterward resuming marine life on the lakes, and he continued to follow that occupation up to the present time. He first went before the mast on the Speedwell, transferring from that boat to the Francis Pond and Zach Chandler in the same capacity. He then shipped on the Henry A. Kent as second mate and later became mate, remaining on her four years in all, after which he was on the William Home. From this boat he went to the Bradley line as mate on the Adriatic, following which he sailed the Alva Bradley, upon which he was in command when she was lost, August 13, 1894, on Lake Michigan. From this time he was master of the Moravia for one and a half years, and from her came to the John Scott Russell, upon which he is in command at the present time.

Captain Petersen was married in July, 1892, to Miss Matilda Nelson, of Cleveland, and they have one child, Frances Matilda.

PHILIP J. MINCH, one of the earlier vessel men on the lakes, was born in Blankenheim, Hessen-Cassel, Germany, May 14, 1820. In his native country he learned the trade of shoemaker, which he followed for a

livelihood until coming to this country in 1840. Landing in New York he came directly to Ohio and located at Vermilion, where he established himself in his trade. Soon after his arrival in Vermilion he married Miss Anna C. Leimbach, by whom he had eight children, four of whom died between the ages of one and six years. The others were as follow: Mrs. Catherine Hassenflue, Charles P., Peter G. and Mrs. Sophia Steinbrenner. Mrs. Hassenflue died at the age of twenty-nine, after eight years of married life, leaving four children, one son and three daughters, who were taken home, some by their grandparents and others by their uncle. The son, John W. Hassenflue, is now a practicing physician at White House, Ohio. The daughters are all married. Charles P. Minch died at the age of twenty years, his death being a severe blow to his parents. Peter G. Minch was drowned when the steamer Western Reserve was lost in 1892. Mrs. Steinbrenner, who lives at No. 90 Kinsman street, Cleveland, Ohio, is the only surviving member of the family.

Philip J. Minch continued in the shoe-making business until he had so far prospered as to be able to engage in shipbuilding. The first boat he built was the scow Linden, which was capable of carrying about fourteen cords of stone, and Mr. Minch went on board of her as captain, and continued to manage her about two years. He built other boats, among them the schooners C. J. Roeder, I. W. Nicholas, Burton Parsons, H. J. Webb, Charles P. Minch, Fred A. Morse, Samuel Mather, George H. Warmington and Sophia Minch, all of which were constructed at Vermilion. After living thirty-five years at that place, he removed to Cleveland, where he died June 20, 1887, aged sixty-seven years, one month and six days. After coming to Cleveland he began to build steamboats, among these being the John N. Glidden and the A. Everett, the latter of which was lost in the spring of 1895, on Lake Huron. Mr. Minch was interested in the building of the Onoko, and was made managing owner, which position he held up to the time of his death.

Peter G. Minch, mentioned above as lost when the steamer *Western Reserve* went down, took charge of his father's business when the latter died. He was born January 9, 1842, at Vermilion, where he received his early education, and began sailing on the lakes when he was but fourteen years of age, being engaged thus in the summer season and attending Oberlin College in the winter season for three or four years. At the age of twenty-one he was in command of the schooner *Burton Parsons*, and afterwards of the schooners *H. J. Webb* and *George H. Warmington*. In 1880 he was made master of the *A. Everett*, the first steamer he commanded, and he continued on her until the steamer *William Chisholm* was built, in 1884, when he transferred to her, sailing her up to the last illness of his father. He was called home about a month before his father died, and took charge of his affairs. Soon afterward he built the steamer *Philip Minch*, which came out in 1888, and is a fine, large boat; her length is 275 feet, beam 40 feet, 8 inches; depth of hold 22 feet; her gross tonnage is 1,988. He next built the steamer *Western Reserve*, which was constructed by the Cleveland Ship Building Company, and was at the time the largest of her class on the lakes. Her keel was 300 feet long. She sank August 30, 1892, the crew taking to the life-boat, which remained afloat until the next morning, when it capsized in the breakers, and all were drowned but one man, Henry Stewart, who lived to tell the tale. Among the lost were Peter G. Minch, wife, son and daughter, and Mrs. Minch's youngest sister, Mrs. Jacob Englebry, and her twelve-year-old daughter. Mr. Englebry is a merchant at Vermilion at the present time.

Peter G. Minch was married December 20, 1866, to Miss Anna C. Delker, daughter of Henry Delker, of Vermilion, Ohio, and they had seven children, as follows: One that died in infancy, Philip J., Anna E., Hattie S., George H., Charles H. and Florence E., the two last named being the ones drowned as above mentioned. Mr. Minch was a member of the Lake Carriers Association. He was uniformly successful in his business, and at the time of his death he

was managing owner of the following vessels: Steamers *Onoko*, *William Chisholm*, *J. H. Devereux*, *J. N. Glidden* and *A. Everett*, and the schooners *Sophia Minch*, *H. J. Webb*, *Fred A. Morse* and *George H. Warmington*. Since then the *Fred A. Morse* was lost in a collision.

The Minch Transit Company was organized in August, 1893, for the purpose of managing the steamer *I. W. Nicholas*, the members of the company being Philip Minch, J. B. Guthrie, William Gerlach, Robert Wallace, and H. D. Coffinberry, the latter of whom is president of the company, and Philip J. Minch, secretary and treasurer. The Nicholas Transit Company manages all the rest of the vessels above named.

CAPTAIN THOMAS GREGORY, of Cleveland, Ohio, was born in Liverpool, England, April 16, 1827, and sailed his apprenticeship on salt water, going to sea at the age of fourteen years. He served his time on the bark *Anna Dixon*, of Liverpool, remaining with her from 1841 to 1849, during which time he worked his way up to the position of mate. The following year he brought the propeller *Dorus* to Quebec, for the Canadian Government to use in the lighthouse service, leaving her at Kingston, Ont. Here he shipped in the schooner *Governor*, said to be the first lake craft to cross the ocean, in which he made a voyage to Halifax and return. Captain Middleton, of the *Governor*, persuaded him to go on the lakes, and in 1849 he embarked in the brig *Quebec*. In 1850 he became mate of the brig *Mohawk*, leaving her in the middle of that season to go as man before the mast in the schooner *Jenny Lind*, of Cleveland, Ohio, which was the first American vessel in which he sailed. The *Jenny Lind* left him at Kingston at one time, sailing away with a fair breeze, the Captain thinking all hands were on board, and he caught her at Cleveland by taking passage on the schooner *Saratoga*, which was about leaving Kingston at the time.

Desiring to take a trip to his native place Mr. Gregory made preparations for the journey, and in November, 1850, left Cleveland on what he expected to be his

last voyage for a considerable period. The Jenny Lind was loaded with grain for Buffalo, and in the early dawn of November 4, a short time after he had been relieved from the wheel, the vessel was run down by the steamer Buckeye State, and went down; her forward deck was freed from the rest of the boat by the collision, and four of the crew found refuge upon it as it floated away, the captain, mate, steward and young Gregory, all of whom were rescued by the Buckeye State and returned to Cleveland the next day. The worldly possessions of Mr. Gregory, when the Buckeye State left him on the dock at Cleveland, were a pair of trousers and a pair of shoes. He did not return to England. Instead he shipped on the brig Cumberland, with Capt. Charles Wilcox, which on his first trip went ashore on Middle island, and by the next morning the vessel was a solid mass of ice, and seemingly lodged for the winter. Captain Wilcox and all hands except Mr. Gregory and the mate left her to go for help, and while they were gone the wind veered around so that it blew directly off shore. The two men made sail, although with much difficulty, and it was not long before the vessel worked herself off and floated free. When the captain returned with a steamer to be used in pulling the Cumberland off he was astonished to see her riding at anchor in the lee of Kelley's island. By this time young Gregory began to regard himself as a "Jonah," and decided not to sail any more that season.

During the succeeding winter he worked in the shipyard of Moses & Quayle, of Cleveland, Ohio, and in the spring sailed as mate of the schooner H. N. Gates. The following year, 1854, he sailed the schooner Kosciusko, and in 1855 took command of a new schooner out of Lorain, then known as Black River. During the seasons of 1856 and 1857 he was sailing master of the schooner Yorktown, which was one of the first large vessels to pass through the "Soo" canal. He became master of the steamer Gen. Winfield Scott, in 1858, the year of the Lincoln-Douglas campaign for the United States senate. She was unloading a cargo in Chicago at the time when the

two candidates were in that city, and Captain Gregory was introduced to the man who was to become known as "The Great Emancipator." The Winfield Scott possessed one of the finest sets of flags on the lakes, and Mr. Lincoln, hearing of this fact, requested the loan of them for the occasion of the debate which was to take place between himself and Mr. Douglas; Captain Gregory readily assented, and the flags graced the historic meeting. In 1859 Mr. Gregory was mate of the propeller Scioto, and for one trip was master of the twin-screw steamer Sevastopol. In 1860 and 1861 he was master of the bark Cleveland, with which service he closed his sailing career, and he has since devoted his time to matters on shore. In 1862 he was elected harbor-master of Cleveland, retaining the position until 1866, after which he was captain of the Superior street viaduct for two years. Until within a few years of the present time he was engaged in general contracting, but he retained his interest in the lake marine, owning at different times an interest in the tug Old Jack, the schooner Zach Chandler, and the schooner Kent, the last named vessel being lost in 1895. Captain Gregory took the first tug on Lake Superior, the Dan Rhodes, and also commanded the first vessel that ever made use of the services of a tug in the Cuyahoga river, the schooner Kosciusko; the tug was an old-fashioned end-wheel canalboat, the Niagara.

Captain Gregory was married, in September, 1852, to Miss Eliza Gilbraith, of Kingston, Ontario. Their children are: Eliza Jane, Grace Virginia, Catherine and Henry T.

JOHN REIF, a well-known and prominent marine man, was born in Winnetka, Cook county, Ill., in 1855, a son of John F. and Catharine (Reese) Reif, natives of Germany, and who became residents of Winnetka in 1853, and in April, 1863, removed to Chicago, where they still reside. Reared in his native county, our subject began his education in the public schools of Winnetka, which he attended for a year and a half, and upon his removal to Chica-

go entered that city's schools where he completed his literary course.

As early as 1872 Mr. Reif began sailing out of Chicago and in 1874 was made fireman on the tug Mansler, after which he was connected with various tugs for some time, and since 1876 has been filling the position of engineer. In that city Mr. Reif learned engineering. In 1877 he sailed out of Chicago on the Charles Reitz, engaged in the lumber trade as assistant engineer, remaining on her until the fall of that year. The next season he was engineer of the Mary Grow, also engaged in the lumber trade from Chicago to Ludington, Mich., and was afterward engineer of various boats until 1890, when he accepted the position of chief engineer for the W. P. Dunn Publishing Company, No. 167 Adams street. In 1878 he took out his first license as engineer.

He is one of the most prominent and active members of the Marine Engineers Beneficial Association, of Chicago, which numbers about 130 members in good standing, and was the honored president of that body for two years, being first elected in 1895.

CAPTAIN THOMAS J. BRADY, of Detroit, Mich., who is at present first pilot of Harbor No. 47, of the American Association of Masters and Pilots of Steam Vessels, was born in Detroit in the year 1858. His father was a shipbuilder, and Captain Brady was naturally inclined toward sailing. He was educated in Detroit, and went on the lakes when still a boy as deckhand on the steamer Gen. Burnside, working his way up until in a short time he became mate, in which capacity he sailed for about ten years. Until he became master of his own boat he was always employed on steamers. Captain Brady's first command, which he secured some five or six years ago, was the Whaleback No. 126, a flour boat, upon which he remained but a short time, afterwards securing the command of the schooner Mary N. Burt, of which he was master during four or five seasons. Captain Brady has spent nearly twenty years in all on the lakes, and his success is fully evinced by the position he holds in the branch of the

Masters and Pilots Association to which he belongs, viz., first pilot, the second highest position the association can offer. He is well known to many of the vessel men on the lakes, both personally and in his official capacity. The Captain is married, but has no children.

FRANK I. McCABE is a son of John McCabe, a native of Ireland, who spent the greater part of his life in America, dying in 1893. He was a blacksmith by occupation.

Frank I. McCabe was born January 29, 1861, in Ontonagon county, Mich., and when six years of age removed with his family to Marquette, same State, where he has since resided. At the close of his school life he entered the Iron Bay Manufacturing Company's shops, and served a three-years' apprenticeship, afterward continuing in their employ for eight years. He then went to Seattle, Wash., engaging for two years with the Washington Iron Company, after which he shipped, as oiler, on the Michigan, running from Portland to San Francisco. For the following five years he acted as engineer on the James G. Bayden, at the close of his service on this boat returning east, and he was given the position of foreman of the coal docks at Marquette, which he held one year. He then resumed marine life, shipping on the Wawatam in the capacity of second engineer. Mr. McCabe's future seems one of promise in his chosen line of work, for he has thus far succeeded in gaining the respect and confidence of all his employers. He is a single man.

A. W. GETCHELL is the son of A. C. and Caroline Getchell, and was born in 1850, at Portland, Maine, in 1852 removing with his parents to Cleveland, Ohio, where he attended the public schools. At the end of his school years he entered the Lake Shore railroad shops to finish the machinist's trade, remaining one year, and he next turned his attention to stationary engines, running both high and low pressure engines for a number of years. In 1876 he commenced sailing as second engineer on the steamer H. B. Tuttle for one season, and the following spring he shipped as chief en-

gineer on the wrecking boat J. K. White, operating out of Grand Island, following this by a season on the steamer *Cormorant* as second engineer. In the spring of 1879 Mr. Getchell was appointed chief engineer on the steamer *City of Concord*, plying between Chicago and Ogdensburg, and continued in that employ three years, after which he stopped ashore and entered the employ of the Hartford Steam Boiler Inspection & Insurance Company, as inspector and consulting engineer; he still retains that position.

Mr. Getchell has occupied his leisure hours in experimenting with machinery, and being a thorough mechanic and possessed of a fund of inventive genius, he has produced some novel, and at the same time practical, mechanism, on which he has secured letters patent. Among others we may mention an improved tumbling barrel, a new design of the hull of a steamboat, and a spiral screw steamboat designed for high speed and light traffic. This invention relates more especially to buoyant screw propellers for water craft, and consists of buoyant screws constructed to float and bear the body of the craft above the surface of the water. The object of the invention is to provide against the displacement of water, common to all water craft, by providing buoyant screws, which take the place of the hull and are practically the hull of the boat—the screw being of proportionately large dimensions, capable of supporting a good sized vessel-like superstructure above the water—and which may be rapidly rotated for propulsion on the water, speedily carrying the boat or vessel with the least amount of resistance in and by the water, the screws working in same in like manner to screws in their nuts. In ordinary steam and sailing vessels the displacement of water becomes a strong resistance to their propulsion, and requires great power to overcome, consequently retarding their progress, whereas, in this device, the only displacement is by the screws, and in rotating them in the water the resistance is available for carrying them forward instead of retarding them, for the rotation of the screws tends to move them forward. The

screws also roll over very easily in the water, like the rolling of logs. The bearing down on one side of the axis of the screw is aided by the tendency of the other side to be lifted by the water, so that a minimum of power will serve to turn them. The buoyancy relied upon in this device is contained in the spiral blades of the screws, and not in air chambers or in the hollow or tubular shafts, as the shafts are entirely open so that the water may pass through them, and thus prevent the least resistance to the passage of the screws through the water. The main deck of the boat, or the superstructure, is carried along almost entirely above water, and may be for either freight or passengers. Beneath the main deck no hull is provided, but in substitution therefor are constructed and applied floating buoyant screws, which support and carry said superstructure above the surface of the water. These buoyant screws are attached one to each side of the vessel and run the entire length, from stem to stern, thus holding the upper deck as steady in the cradle as a railroad locomotive in the roadbed.

Mr. Getchell was united in marriage, on December 5, 1883, to Miss Rosa L. Maxon, of Cleveland, and to them have been born two children: Theodore W. and Kate R. The family residence is on Franklin avenue, Cleveland.

A. C. GETCHELL, whose death occurred November 7, 1888, is still fresh in the minds of many of his friends and associates, in Cleveland, and was one of the pioneer residents of that city and one of her most public spirited citizens. Into the vast fabric of the past enters the individuality, the effort, the accomplishment of each man, be his station most lowly or one of power and intellect, and within its textile folds may be traced the lines of each characteristic, be it one that lends the sheen of honest worth and honest endeavor, or one that is dark and eccentric, finding its way through warp and woof, marring the composite symmetry by its baleful threads, ever in evidence of a shadowed and unprolific life, or winning forth by congenial companionship, joy and

hope. Into the great aggregate of the past each individuality is merged, and yet the memory of each is never lost, especially if the scope of its influence is wide-spreading and grateful, and it is a pleasure in this memoir to follow up such a life history, seeking ever to do justice to a good and generous man.

Mr. Getchell was born in Waterville, Maine, March 8, 1818. His father dying when he was but twelve years old, he left home and went to Boston, Mass., where he shipped as cabin boy on a merchant vessel trading to European ports, England, India, China, Japan, and across the Pacific ocean to the west coast of America, returning to Boston by way of Cape Horn. This and other voyages occupied about eight years of his early life, and it is safe to say here that young Getchell visited, in his humble capacity of cabin boy and seaman, more points of interest than even many a well-traveled person sees. On his return to Boston he went into a shop as an apprentice to the machinist's trade, in which he became unusually proficient, and on this was founded the avocation of his successful after-life. Upon completing his trade he went to Bangor, Maine, where he found employment. In 1848 he met Miss Caroline E. Norton, and they were united in marriage that year, shortly afterward removing to Portland, Maine, where he shipped as engineer on a coasting steamer plying between that port and Boston and touching at intermediate ports, retaining this position one year. He then stopped ashore and engaged as engineer of a locomotive on the Atlantic & St. Lawrence railroad, and after some experience on the road he resigned this position and entered the machine shop of the same company, in order that he might acquaint himself more thoroughly with the mechanism and working of the locomotive engine, which was a comparatively new piece of machinery in those days.

In 1852 Mr. Getchell went west as master mechanic in charge of locomotives consigned to a company then laying down a new railroad in Kentucky, and after putting these engines in proper running order he accepted the position of master mechanic of

the Cincinnati, Hamilton & Dayton road. He continued in this incumbency until the spring of 1854, when he removed to Cleveland, Ohio, and accepted the position as engineer on the Cleveland & Pittsburg railroad, with which he remained nearly four years, subsequently engaging for several years with the Lake Shore railroad. He then turned his attention to stationary engineering, and was soon afterward appointed chief boiler inspector for the Hartford Steam Boiler Inspection & Insurance Co., operating out of Cleveland, which position he held up to the time of his death on September 7, 1888. He was a man of recognized intellectual power, wrote many able papers treating on engineering subjects, and was eminently qualified for the responsible positions he occupied.

Mr. Getchell left a widow, a lady of rare intellectual attainments, and two children—A. William, who now occupies the position which his father's death left vacant, and Carrie Augusta, the wife of Quincy Miller, the superintendent of the Cleveland Ship Building Company's boiler shops. The family residence is on Franklin avenue, Cleveland, Ohio.

E. E. MORRIS, a well-known engineer residing in Chicago, was born in Rhode Island, April 2, 1858, and is a son of Noel and Adaline (Normandy) Morris, the former a native of France, the latter of Canada. The father, who was an ax manufacturer of East Douglas, R. I., died in Woonsocket, that State, in 1863, and the mother, who long survived him, passed away at the same place in 1891. Edward spent his boyhood and youth in Rhode Island and Massachusetts, and was married in Chicago, in 1889, to Miss Mary Burns, a native of the old Bay State.

In early life Mr. Morris learned engineering, and for over fourteen years was identified with the lakes, becoming a prominent and well-known marine engineer. He first sailed in 1877, out of Buffalo, N. Y., on the vessel Fairbanks, as a coal passer, was next with the Union & Western lines, and was later fireman with the Western and Anchor lines. He came to Chicago in 1880,

and two years later took out his first papers as engineer, holding that position for a short time on the barge *Albert Soper*, belonging to the *Soper Lumber Company*. He was then in the employ of the *Harvey Lumber Company* as engineer on the *St. Joseph*, and remained with them two years, after which he was connected with the *Rietz Lumber Company* as engineer on the vessel *Charles Rietz*. After leaving their employ, he was for two years and a half engineer at the *Seaverns elevator*, and then engaged in steam fitting for some time, after which he put in one season with the *Old Inter State Express Company* as superintendent of their boilers, and for one year was chief engineer for *Carson, Pirie, Scott & Co.*, at the end of which time returned to the lakes, and became engineer on the *City of Rome*, filling this position until 1890. On the 17th of March of that year, he entered the employ of the *Howe Scale Company* as chief engineer, and still holds that responsible position to the entire satisfaction of all concerned.

He is a leading and active member of the *Marine Engineers Beneficial Association*, No. 4, of Chicago, which has a membership of 130 in good standing; was secretary of the association in 1889-90-91, and again in 1895-96-97; and in January, 1898, was elected vice-president, which office he is now filling. He has been a member of the organization since 1884. His home is at No. 537 Park avenue, Chicago.

CAPTAIN H. J. HAGAN is the son of a farmer living near *St. Catharines, Ontario*, and was born in 1855. He attended the schools of his native place during his early years, later going to *Toronto*, where he began a collegiate course. During one of his vacations Captain Hagan accompanied his brother Michael for a trip on the lakes, the latter being mate on the schooner *Lucinda Van Valkenberg*, and after a short experience in sailing, his inclinations turned from school and he decided to cast his lot with the mariners of the Great Lakes. He shipped first on the brig *Helfenstein*, and subsequently served in different capacities on several boats, until 1876, when he was

given command of the *James R. Benson*. After leaving the *Benson*, he acted as mate on the *Hall*, and then commanded several schooners, among which was the *Wilcox*. In 1890 he began tugging, and since that time he has commanded the tugs *Carlton*, *Balize*, and *Majestic*, of which he is master and a part owner at the present time.

Captain Hagan is unmarried and resides with his sister in *Detroit*, where he has lived since he began to sail regularly. His marine career has been a fortunate one, as he has never suffered shipwreck, collision nor any accident of a serious nature. He is one of the well-known tugmen of the *Detroit river*.

CHARLES H. HEATON has been in efficient service on the lakes for many years, and in that time has gained the utmost confidence of his employers and a valuable experience in marine affairs. He was born January 15, 1864, at *Put-in-Bay, Ohio*, and is the son of *Charles H. and Hannah (Arlen) Heaton*, the former of whom, a native of *New York State*, is still living at *Pelee Island, Ont.*, surviving his wife, who died February 3, 1892.

Charles H. Heaton lived in his native place until he was nine years of age, thence removing with his parents to *Columbia City, Ind.*, where he remained for six years. From this time until he was twenty-one years of age Mr. Heaton was engaged in the fishing business at *Put-in-Bay*, and, having thus acquired some knowledge of marine work and a great desire for a marine life, he shipped on the steamer *Nebraska* the following season as wheelsman. Upon reaching *Detroit* the boat was put in dry dock, and at this place Mr. Heaton fell, receiving such severe injuries that it was impossible for him to proceed with the boat. Later in the season he spent a short time on the *Smith Moore and Calumet* as wheelsman, and in the same capacity served the following season on the *H. E. Packer and Otego*, transferring thence to the *Ohio* for one season. The next year he went on the *Iron Age* as wheelsman, and toward the close of the season became second mate,

from this boat going to the I. M. Weston and H. A. Tuttle as mate, and shipping the following year on the George W. Roby and Vulcan as second mate. During the seasons closely following he was on the steamers St. Lawrence, Republic and George F. Williams, and in 1895 he came to the Wawatam to fill the position of mate, which he still holds.

Mr. Heaton was married April 23, 1894, to Miss Lena A. Meddough, of Kingsville, Ont. Their only child is named Marie. Fraternally he is a member of the Masonic Lodge, the A. O. U. W. and the Masters and Pilots Association, of Cleveland.

J. A. CAMERON, a young and popular engineer, having been identified with the lakes since boyhood, and now in the employ of the Norton Milling Company, was born in Rockford, Ill., in 1871, a son of J. B. and Mary (Burton) Cameron, the latter a native of the East. The father, who was a lumberman by occupation, was an early settler of Rockford, but later returned to Canada—his native land—and engaged in lumbering. He died at Sault Ste. Marie, in 1891, and his wife died in the same year, having survived him only a month.

Mr. Cameron was reared in Sault Ste. Marie, and received a good education, graduating from the high school of that place. He commenced sailing from that port in 1887 on the Roanoke, and fired on tugs; in 1889 was fireman on the Andy Smith, which was lost on Gray's Reef, Lake Michigan, that season, and in 1890 was fireman on the steamer Joliet. In 1891 he was oiler on the Bristow, and in the fall of that year went to Mobile, Ala., where he shipped as fireman on the tug Keiser, plying between that port and Tampa, Fla., remaining on her two months. At the latter place he shipped on the steamer Mascot, of the Plant Steamship line, and afterward went to Jacksonville, Fla., where, in 1892, he shipped as oiler on the steamer Cherokee, of the Clyde line, but left her at New York City, and came to Ashtabula, Ohio, at which place he became oiler on the steamer Frontenac; remaining on her for the rest of the season of 1892; that fall he made ap-

plication for engineer's license, which was granted in 1893. The first part of that season he was engineer of the steamer Vega, of Cleveland, belonging to the Lorain Steamship line; later shipped as second engineer on the old Keystone, of Cleveland, which he laid up early in the season; and then made a trip on the Spokane to Duluth, Minn. In the early part of 1894 he was engineer of the steamer Philip Minch, remaining on her till June, when he accepted the position as engineer of the Pontiac, engaged in the ore and lumber trade. He then transferred from that vessel to the Frontenac, of the same line, remaining on her one season. The fall of that year (1895) he became engineer of the Metropolitan West Side Elevator, Chicago, but the following spring resigned that position, and shipped as engineer on the Globe, which he ran in the freight trade between Chicago and Buffalo until August 1, of that year. That fall he accepted his present position, that of engineer of the Norton Milling Company, Chicago.

Socially, he is a member of the M. E. B. A., and Empire Lodge No. 336, K. of P.

In 1896, in Chicago, Mr. Cameron was married to Miss Lizzie Galloway, a native of Canada, and they now make their home at No. 1085 W. North avenue, Chicago.

CAPTAIN A. C. SMITH, of Detroit, Mich., was born May 16, 1844, in the township of Raleigh, Ont., near the shore of Lake Erie, where his parents were at that time residing. They were Americans by birth, and the Captain can trace his ancestry back to the Pennsylvania and Connecticut Colonists. His father was a farmer, and Alfred is the only member of the family who has followed the occupation of a sailor. He first went on the lakes in 1862, and sailed as boy during that season on the schooner Northern Belle, afterward sailing for six years before the mast on the Imperial, Young America, and several other schooners. Captain Smith later became wheelman on the steamer Henry Howard, and first rose to command on the steamer Mystic, on which he shipped as mate. Leav-

ing the Mystic he sailed the tug Brady for three seasons for J. M. Jones, of Detroit, commanded the steambarge Mary Gerecki two seasons, and sailed different schooners for Captain Bradley during the three years following. Captain Smith then sailed the schooner Dot for two seasons, after which he commanded the Propeller Favorite for one season, the steambarge P. H. Birkhead, three seasons, and the steambarge George L. Colwell four seasons. He superintended the building of the George Farwell, which he brought out in the season of 1895, and in 1896 he brought out the schooner P. P. Dobbins, with which he is still connected.

Captain Smith is married and has four children, who are attending the Detroit schools. He is a member of the Ship Masters Association, Branch No. 7, of Detroit, Michigan.

CAPTAIN CHARLES N. HEARNES was born in Cleveland, Ohio, in 1848, and is a son of Capt. Charles M. and Adelia Hearnnes. He attended the public schools of his native city during the winter months only for a brief period, taking up his life on the lakes in 1857, when he became cook on the schooner Industry, with his father. In 1861 he shipped before the mast again with his father, on the schooner J. W. Sargeant, serving in minor positions until 1872, when he was appointed mate, in which capacity he remained nine years longer. On August 28, 1881, he shipped as mate on the schooner J. R. Pelton, upon which he continued ten years, part of that time as master. In 1890 he sailed the yacht Iolanthe for Robert Rhodes, remaining ashore part of the season. When his father purchased the schooner Rival he sailed on her as master and mate alternately until the close of navigation of 1896, when she was laid up in Cleveland harbor. During his career as a mariner Captain Hearnnes has been instrumental in saving more than one life; he assisted in the rescue of the crew of a cap-sized scow in the Detroit river, and on another occasion, with his wife's aid, he saved from drowning a man who had fallen from the deck of the Rival.

The Captain was married to Miss Emma

E. Armstrong, of Cleveland, Ohio, on October 13, 1869. Their children are Capt. Frank A. (master of the Cleveland fireboat J. H. Farley); George W., Charles E., Emma E., Ida P. and Sarah A. The family residence is in Cleveland, Ohio.

HENRY BRAUND, although not engaged in marine work at the present time, has spent many years of his life in that employment, and during his more active years was well known as an engineer thoroughly competent in all the different branches of his work. He was born September 15, 1838, at Plymouth, England, son of Samuel and Mary Ann (Lucome) Braund who died in 1871 and 1842, respectively. Henry Braund spent the first five years of his life in his native place, and came to America with the rest of the family, who settled in Dunnville, Ont., for two seasons. They then removed to Whitby, Ont., and there lived for ten years, Henry, meanwhile beginning work by going on a farm. Not being adapted to this occupation he did not remain long and soon entered a shop at St. Catharines, where he served four years to the machinist's trade. Upon leaving this place he entered the railroad shops and, after two and a half years employment there, returned to Yale's foundry, where he had first been, to remain, however, only a short time. He then entered G. N. Ollie's Marine Engine Works, where for five years he was engaged in building engines for the Ontario, Quebec, Manitoba, City of London, Dominion, Sir L. Tilley, Prussia, Europe, Argyle, Ocean, Scotia and several others. He spent the season of 1862 on lake tugs running on all the lakes but Superior, and the next year acted as engineer of the steamer Dominion. During the seasons closely following he served as engineer on the Europe, Florence, Sovereign, Alma Munro and Armenia, remained on shore one year, and then returned for one season to the Dominion. The following year he entered the shop and built the engines for the steamer Sir L. Tilley, upon which he sailed from 1883 until 1894, and he has not sailed since he came off this boat, having found other employment in Detroit.

Mr. Braund was married, December 18, 1860, to Miss Martha Hastings, of St. Catharines, and they have six children: Samuel, a marine engineer; William, who also follows marine life; Jane, the wife of Alfred Mann, of Detroit; Thomas, who is a marine man; James, a machinist, and Clara, who is attending school. Mr. Braund is a member of the Masonic Order and the Ancient Order of United Workmen.

P. W. WHELAN is a marine engineer of wide experience and one who, by faithful work and merited success, has won the greatest confidence of his employers. He was born March 10, 1846, at Cleveland, Ohio, and has resided there all his life. At the age of seventeen years he entered a machine and repair shop and served a three-years' apprenticeship to the machinist's trade, after which he began his marine life, going as oiler on the Arctic, on which boat he remained one season. He then went on the revenue cutter Fessenden and acted as oiler three months, subsequently, for a period of four years, remaining ashore, employed at his trade. Next entering the employ of the Northern Transportation Company, he spent about six months as second engineer of the steamer Michigan, finishing the season on the propeller Maine, of the same line. He then spent about three months as second engineer of the Equinox, on which boat he afterward became chief engineer, continuing in that capacity two seasons. The winter following Mr. Whelan was employed in the Globe Machine Shops, and in the spring he shipped on the tug Clematis, remaining only a short time, however, as he returned to the Globe Iron Works, working there until the following spring. The next two seasons he spent on the H. D. Coffinberry, and for the seven years following he was engaged as engineer of the Worthington block, in Cleveland. He has since been on the boats Republic, St. Paul, Bessemer, Joseph Fay, R. P. Ranney, Corona, Frontenac and Escanaba, coming in 1896 to the Aragon, upon which he remained throughout the season.

Mr. Whalen was married November 27, 1873, to Miss Anna Marr, of Cleveland, and

six children have been born to them, namely: Margaret, Grace and May, who reside at home at the present time; and Thomas, Gertrude and Edward, deceased.

D. B. RAMSEY, chief engineer for A. M. Rothschild & Co., Chicago, was born in Cleveland, Ohio, in 1851, a son of William and Minerva E. (Bassett) Ramsey, the former a native of Vermont, the latter of New Hampshire. At an early day his parents became residents of Cleveland, where the father was a member of the firm of Walton, Hitchcock & Ramsey, stove founders. He died in that city in 1858, and his wife departed this life in 1892.

The subject of this sketch was reared and educated in Cleveland, and at the age of fifteen years commenced learning the machinist's trade, serving a four-years' apprenticeship under Dennis Holt, whose shop was on Center street, that city, and who is still a resident of Cleveland, now aged and blind. On leaving him, in 1870, Mr. Ramsey sailed from Cleveland as second engineer on the steamer Northern Light, engaged in the Lake Superior trade. He was next employed as passenger engineer on the first railroad built from St. Paul to Duluth, Minn., but in 1871 returned to steamboating, sailing as second engineer on the W. L. Whetmore, from Cleveland in the Lake Superior trade. In 1873 he was engineer on the S. E. Sheldon, engaged in the northern trade, and owned by C. L. Russell, of Cleveland, in whose employ he remained for five years. He was engineer on the passenger steamer Garden City, of the Northern Transportation Company, plying between Cleveland and Chicago and Ogdensburg. After two years spent upon that vessel he entered the service of the Western Transportation Company, of Buffalo, with which he remained for some time. He next sailed out of Buffalo as chief engineer on the M. M. Gregg, in the freight trade to all lake ports, remaining on her two seasons.

In 1886 Mr. Ramsey quit the lakes and came to Chicago, and took charge of the Western Electric Manufacturing Company, remaining with this company for three years. Being an ardent Republican, he

then became interested in political affairs of the city, and was very prominent as a leader during Mayor Roche's administration. Later he went to Louisville, Ky., where he had charge of the Du Pont powder mill for one year, when he returned to Chicago and was appointed chief engineer for the Union League Club, where he remained for two years. The following four years he was employed as chief engineer of all the buildings belonging to L. Z. Leiter, and then accepted his position with A. M. Rothschild & Co., whose interests he has served most creditably.

Mr. Ramsey is an inventor, in 1878 having built a small double marine engine of about six-horse power, which was on exhibition for one year in the old Exposition building of Chicago, and can be seen at the Engineers Supply Company, Chicago. The patterns, models and everything for this work were drawn by himself, and his engine possesses many points of great merit. In early life he joined the M. E. B. A., in Cleveland, and in 1871 was admitted to No. 4, of Chicago. He is also a member of the National Association of Stationary Engineers, of which he has been vice-president and treasurer for one term.

Mr. Ramsey was married, in Cleveland, in 1873, to Miss E. A. Norris, of that city, and they have become the parents of three children: Clifford C., C. Russell and Mamie E. He is well known among marine men, and has seen many changes on the lakes since his inception into the craft.

LOUIS FEESLER was born in 1862 at Wickliffe, Ohio, and attended the common schools of his native town for eight years. In 1878 he went to Cleveland, where he was employed in a brass foundry two years, after which he worked for Mr. Lohman, on Long Street, at carriage painting. The next two years he spent in Toledo, Ohio, at the end of that time returning to Cleveland, and obtaining employment in the wholesale and retail boot and shoe trade with Adams & Ford, on Bank street, with whom he continued four years.

In 1886 Mr. Feesler shipped as fireman on the tug *American Eagle*, with Capt.

Dahlke, continuing on her two and a half seasons, and was then on the tug *Dreadnaught* one season. In 1890 he received his license as engineer and shipped on the tug *Warswick* for three seasons, after which service he took the same berth on the tug *Jessie Enos*, trading between Cleveland and Vermillion in the fish business. He then went with the *Enos* to Fairport, where he left her, and returning to Cleveland engaged the following season as engineer on the tug *Seawing*, which he took to Erie, Penn., finishing the season there. Returning to Cleveland, he received the appointment in the spring of 1896 of engineer on the tug *C. G. Castle*, of the Vessel Owners Towing line, transferring from her to the *J. R. Sprankle*, on which boat he closed the season.

Mr. Feesler was united in marriage with Miss Ella Harrington, of Toledo, Ohio, in 1884.

SAMUEL H. BRAUND first saw the light of day in St. Catharines, Ont., October 29, 1861, and he is a son of Henry B. and Martha (Hastings) Braund, the former of whom is a machinist and marine engineer. Mr. Braund has three brothers, Thomas, William and James, and two sisters, Sarah Jane and Clara. Samuel H. Braund began to learn the machinist's trade in his native place at the age of fourteen years. In 1880 he began steamboating on the tug *William Hall*, on the Detroit river; in 1881 he ran the steamyacht *Louise*, of St. Catharines, and in 1882 he was in the tug *Gardner* in the Chicago creek. During 1883 he worked as a machinist and in 1884 he ran the tug *Jessie*; in 1885 he was second engineer on the *Sir L. Tilley*, and during 1886-87-88 he held the position of chief engineer of the propeller *Dominion*. In the fall of 1888 he entered the machine shops of S. F. Hodge & Co., where he has since been engaged in the winters as a machinist and erector, with the exception of the winter of 1892, when he had charge of the car ferry boat *Ann Arbor*. During the season of 1893 he ran the *Charles A. Street* and for the subsequent seasons he has had charge of the engines of the *City of Berlin*.

Mr. Braund was married, in Detroit, on February 4, 1895, to Miss Ella French, whose father is a stationary engineer in Grand Rapids, Michigan.

CAPTAIN DAVID SIDNEY, of Detroit, Mich., was born in County Down, Ireland, in 1841, and obtained his schooling in his native place. In 1856 he joined the British navy and sailed to India, but not liking the service he left it in Calcutta one year after his enlistment. He was in China for a short time and then crossed the Pacific to the United States, going directly to New Orleans and serving in revenue cutters and pilot boats until Louisiana seceded from the Union. Proceeding to Chicago from New Orleans Captain Sidney has been on the lakes ever since with the exception of the year 1864, when he served in the United States navy, and during his first year he sailed before the mast on the schooner A. G. Morey. Up to 1873 he was second mate of several vessels, principally the Emeu and the brig Mariner. In 1873 he came to Detroit, where he has since resided. During his first season there he was master of the schooner H. A. Richmond, owned by Scott & Brown, and he has since commanded the Emma L. Coyne, Gardner, William Holmes, Cuba, Young America, Iron City, George M. Case, Reuben Down, the yacht Pastime, the steamyacht Countess and the steamyacht Azalea, of which he is still master.

Captain Sidney was married in 1881 to Miss Mary Roach, of Oswego, N. Y., who died in April, 1896. They had no children.

JOSEPH DALE was born March 8, 1867, in Toronto, Canada, the son of Joseph and Eliza (Barrett) Dale, the former of whom died in 1867, having spent his life in the English army; the mother is still living in Toronto. Mr. Dale lived fourteen years at his native place, and then removed to Cleveland, where he has since made his residence. He began marine life when he was eighteen years old, shipping on the Bessemer as fireman, in which capacity he served one season and then entered the employ of the Globe Iron Works, where he was engaged

in putting the engines and boilers in the Yakima and Cambria. When the Cambria was completed he was given the place of second engineer on her, which he held two years, and the following season he acted as second engineer on the Corona, transferring from that boat to the Frontenac, where he remained four years. He spent the season of 1895 upon the Griffin and the following spring went on the R. J. Hackett, remaining until October, when he laid up that boat; he finished the season on the Pontiac as second engineer. Mr. Dale is a single man.

PATRICK DYER, a trusted and capable employe of the Chicago Street Railway Company, now chief engineer at the Illinois street power house, was born in Summit county, Ohio, in 1857, a son of Patrick and Bridget (Gibbons) Dyer, natives of Ireland, and honored pioneers of the Buckeye State. For some time the father was employed on the construction of the Cleveland, Columbus & Cincinnati railroad. He was an early settler of Cleveland, where he died in 1876, at the age of seventy-nine years, and the death of his wife occurred in the same city in 1871.

The subject of this sketch is indebted to the public schools of Cleveland for his educational privileges, and there he grew to manhood and learned engineering. He commenced sailing out of that place in 1877 as a fireman on a tug; during the same year came to Chicago, and in the fall went as fireman on the tug Protection. He continued to serve in that capacity on different tugs for some time, but in 1881 was granted a license and accepted the position of engineer on the tug Van Schaick, sailing out of Chicago one season. He then went to Milwaukee, from which port he sailed for a short period. After a period of fifteen years on the lakes, he retired to land in 1892 and accepted his present responsible position, that of chief engineer at the Illinois street power house. During his career on the water he was in two explosions, the tug Parker being blown up twice; the first time five men were killed, and in the second two.

Socially, Mr. Dyer is a member of the

Marine Engineers Beneficial Association No. 4, of Chicago.

In that city, in 1882, he was married to Miss Lizzie Dean, a native of Toronto, Canada, and to them have been born five children, four of whom are still living: Kate, Harry, Thomas and Edward. Anna, the second child, is deceased.

CAPTAIN F. A. DORITY master of the steamer F. and P. M. No. 3, belonging to the F. & P. M. R. R. Co., his home being in Milwaukee, Wis., is a native of New York State, having been born February 6, 1861, at Hammond, St. Lawrence county.

Capt. Thomas DORITY, father of our subject, was of the same nativity, born in 1826, of Irish descent. He was employed on the Welland canal vessels sailing out of Oswego, N. Y., was with Morgan Wheeler for several years, on the schooner Cheeny Ames, and on the Finns, of Chicago, his last vessel being the schooner Oliver Mitchell. He was a lake captain for many years, and one of the most successful.

Our subject received a common-school education in his native town, laying aside his books at about the age of sixteen, and as he has been a keen observer of men and things generally he is one of the most intelligent, judicious and able of the younger captains on the Great Lakes. He began sailing in 1876, when in his sixteenth year, going on the steamer Cheeny Ames with his father, and remaining on that vessel four years, at first in the capacity of mess-boy, later going before the mast. He then went with Captain Duddleson on the T. W. Palmer (now the Samoa) as second mate, one and one-half seasons; from the Palmer he shipped, season of 1880, on the Lem Ellsworth, under his father as captain. During the seasons of 1881-82 he was again with Captain Duddleson on the Palmer, as second mate, and next year he went on the schooner Reuben Bond. He then shipped on the steamer Oscar Townsend (Captain William Humphrey) as second mate, for balance of the season of 1883. In the fall of that year he went on Lake Michigan in the employ of the F. and P. M. No. 2, under Captain Duddleson, for

two seasons, then went to the Goodrich line with Captain Rossman, as first mate of the Menominee, one and one-half seasons. The Roanoke was his next vessel, and with her he remained until 1889, also as first mate running in connection with F. and P. M. line in winter, and on Lake Superior in summer. During the time he was with the Goodrich Transportation Company he was on the Roanoke in the winter time. In the spring of 1889 he was made master of the schooner Osceola in connection with the F. & P. M. line in winter, and running up Lake Superior in the summers. After one season on the Osceola as master, he went on the Colorado, belonging to the same line, and was master of her two seasons. In 1892 he was appointed captain of the Ann Arbor No. 2, car ferry between Frankfort and Keewanee, and was captain thereof during 1892-93-94; then returned to the F. & P. M. No. 5, remaining with her until July, 1895, at which time he identified himself with the United States-Ontario Navigation Company and brought out Shenango No. 1 and 2, after about two months running the Shenango No. 2 until the spring of 1897. He was then appointed master of the Perre Marquette, and captained her until April 15, 1897, when, at his own request, he transferred to the F. & P. M. No. 3, of which vessel he has since been master. He has brought out some of the car ferries of the Great Lakes, and sailed them all.

The Captain has been very successful in his experience as a mariner, has worked himself up by industry and indefatigable energy, and is fully recognized as one of the most successful self-made captains on the Great Lakes. Socially he is a member of the Excelsior Benevolent Association of Milwaukee, of the F. & P. M., of the K. of P. and of the K. O. T. M. He married Miss Maud E. Lee, of Frankfort, Michigan.

A. C. DECATUR has during his long experience in the tugging business become thoroughly acquainted with all the different departments of that important branch of the marine industry, for he has been employed in tugs operating on the Great Lakes

and their harbors since his seventeenth year. He was born February 3, 1833, in Uniondale Center, Penn., after leaving which place the family located in Rochester and thence removed to Oswego, from which port Mr. Decatur first sailed. He had previously served an apprenticeship to the machinist's trade, and after serving four weeks as fireman on a tug he became engineer. Entering the employ of Smith & Post, of Oswego, he remained with them nineteen years, during which period he was on the Robert Reid, Major Dana, C. P. Mory, E. P. Ross, Ellsworth, Molly Spencer, Blower, George S. Dodd, Fred D. Wheeler, Lady Franklin, Tornado, Charles Ferris, and Crusader. He then transferred to the Amity, a tug owned in Chatham, after a time returning to Oswego, where he continued until 1880, the year of his removal to Cleveland. Here for three years he was in the employ of Patrick Smith, subsequently going as engineer to Bell Hartright and to the United Salt Company, where he also remained three years. After another brief period in Mr. Smith's employ he worked in H. B. Hunt's establishment in Cleveland for two years, later engaging with the National Carbon Works, the Plain Dealer, and the Brown Hoisting & Conveying Works, in the last-named place until December, 1896.

On April 26, 1857, Mr. Decatur was married to Miss Marietta Pearl, of Richland, N. Y., and their children are William, who is in the insurance business and resides near Oswego; Adele, who is married to Clarence Lawton and resides in Cleveland; and Arthur, now residing near Oswego, who has been a marine engineer ten years.

CAPTAIN EBENEZER ELLIOTT, of Cleveland, was a well-known lake navigator half a century ago, sailing many vessels during the time he was in service. He was born in 1813 in Toronto, Canada, from which place his parents removed to Oswego, N. Y., while he was an infant, and he attended school in that city, later becoming a ship carpenter in the yards there.

In 1843 Captain Elliott commenced sailing, removing that year with the family

to Cleveland for the purpose of entering the shipyard of Stevens & Presley. Among other vessels he commanded the steamers Champlain, Vermont and Boston, of the Northern Transportation Company. In the spring of the last year that he sailed he contracted a severe cold, during exposure in bad weather, and he resigned his position on reaching port, intending to remain on shore thereafter. He soon went to work in a shipyard in Cleveland, where he was found later in the season by Captain Marshall, an old-time friend and shipmate, who desired him to sail the remainder of the year as mate of the propeller Bay State, of the Northern Transportation line, of which he (Marshall) was master, promising him the Bay State to sail the following year. Captain Elliott yielded to his friend's importunities and became mate of the vessel, which never reached the home port again, being lost with all hands about three weeks later, on November 3, 1863.

Captain Elliott was married in 1836 to Miss Mary Ann Brush, of Clayton, N. Y. Their living children are: Cornelia, now the wife of Phineas Locklin, a small boat-builder of Cleveland; Adonijah, a manufacturer of Chicago; Lottie, now the wife of E. W. Prince, of Cleveland, and Anna B., widow of W. H. Rodda, of Detroit. Another son, George, died at an early age.

FRANCIS HARRINGER, who for five years has been chief engineer on the propeller Northern Light, and has served on the Great Lakes for almost a quarter of a century, is one of the most successful marine engineers in service. Throughout his life he has been a resident of the city of Buffalo.

Mr. Harringer was born on Tenth street, near Carolina street, in that city, May 27, 1857, a son of Franklin R. and Mary A. (Dunn) Harringer, the former of whom was born in Alsace-Lorraine, of German parents, and when an infant was brought by his father, George Harringer (who was a flax farmer by occupation), to Buffalo, and there he remained a lifelong resident. He became a marine and stationary engineer, and spent several years on the lakes, but

during the remainder of his working life he found employment on land. He died May 24, 1874; his widow, Mrs. Mary A. Harringer, is still living. The family of Franklin R. and Mary A. Harringer consisted of six sons and four daughters, of whom the following are now living; Francis; Mary A.; who married Edward Haley, of Buffalo; Catherine, wife of Frederick Burr, of Buffalo; Joseph, a boilermaker and tug engineer; Thomas, assistant engineer on the Northern King; Ellen, who married Paul Menda; and Margaret. All of these survivors, except Joseph, reside in Buffalo.

Francis Harringer, our subject, received a good common-school education at Buffalo, and besides the benefits of the public schools he received a three-years' training at St. Mary's College, on Broadway. He was by nature and inclination a student, and took good advantage of the opportunities that thus presented themselves to him. After leaving school he worked in the Shepard Iron Works, on Illinois street, where he remained for three and one-half years, thoroughly acquiring the machinist and engineering trades. When work was slack he found employment as a dock hand on the tugboats, and thus acquired a familiarity with the line of work that was to become his future occupation.

In 1875, Mr. Harringer became fireman on the propeller *Prairie State*, under John Durr, chief engineer, and in the following winter worked in Sherman S. Jewett's stove works. In the season of 1876 he went on the steambarge *Fletcher*, under Chief Jacobs, and while there during the following season of 1877 he received his license as second engineer. Excepting one trip on the propeller *Olean*, the season of 1878 he spent on tugs. During the season of 1879, he was second engineer on the *Colorado*, and in 1880 he was on the *Olean*. In 1881 he was again on the *Colorado*, in July of which year she blew up, killing six men. The balance of the season he served on the *John D. Griffin*.

In 1882 Mr. Harringer was chief engineer of the propeller *Huron City*, until August, when he quit her, to bring out the propeller *Scotia*, on which vessel he re-

mained as chief engineer until she was lost on Keweenaw Point in November of the same year. In 1883 Mr. Harringer went to Erie to fit out the *Philadelphia*, as second engineer. He made one trip, and then ran a steamyacht up and down the river for a time, finishing as chief engineer on the *Annie Young*, and was with her the next season also. In 1885 he made two trips on her, then resigned to become chief engineer of the steambarge *Nahant*, was with her until September, and finished on the *Fred McBrier*. In the following season he went into the *D. J. Foley*, as chief engineer, and from September finished on the *Waverly*. During the seasons of 1888 and 1889 he was on the *Newsboy*, and on the *Fountain City* during 1890, while in 1891 he was chief engineer of the *Gypsum*. In 1892 he began work on the *Lehigh* line, then a part of the Northern Steamship line. For five seasons he has been on the Northern Light as chief engineer, the boat in which he commenced service with this company, although at various times he has been in other vessels of the same line.

Socially, Mr. Harringer is a member of Lodge No. 1, M. E. B. A., and has been connected with the organization since 1882. He was married to Miss Mary E. Farrell, daughter of Patrick Farrell, who lost his life in the propeller *Globe* in Chicago. Mr. Harringer resides at No. 272 Front avenue, Buffalo. He is in every sense of the term a self-made man, and is one of the most successful engineers on the Great Lakes.

CAPTAIN JOHN GRAHAM, of Detroit, Mich., at present master of the yacht *Cynthia*, is a typical fresh-water sailor. From the age of ten years he has spent almost his entire life on the Great Lakes, having never taken up any other occupation that would cause him to leave them even for a single season. He was born in Port Huron, Mich., in the year 1852, of Irish parents, both of whom are still living, in Lexington, Mich. He attended school in his native town, and at the age of ten secured a place on one of the smaller lake vessels, and having begun at the bottom he followed his vocation until he reached the

top. He had to work his way from the beginning, but by faithful service and natural ability he rose gradually to the position he now holds. After serving before the mast, as second mate, and as first mate, Captain Graham secured his first command some ten or twelve years ago, when he took out the steamyacht *Lillie* for A. E. Brush, and he was afterward placed in charge of the schooner *Brooklyn*, still later bringing out the steamyacht *Pilgrim*, the old *Truant*. About two years ago Mr. H. B. Mills, the millionaire tobacconist, secured Captain Graham as master of the well-known and costly yacht, the *Cynthia*, which he brought out and sailed the first time. He is well preserved and enjoys the best of health, his thirty years on the lakes having served to make him strong, robust and well conditioned.

Captain Graham was married in 1885 to Miss Rosa Dowd, of Detroit. They have no children. The Captain usually winters in Detroit.

CAPTAIN ED. RISTO has from early life displayed a gift for the easy acquirement of knowledge necessary to the successful lake pilot and master, and as a tug captain he has come to the front rapidly, and is now a young officer of great promise. He was born in St. Joseph, Mich., on August 14, 1867, a son of Peter and Mary (Bown) Risto, natives of Germany, who came to the United States in 1850, first locating in Chicago and going thence to St. Joseph, Mich., where they settled permanently.

In that city Ed. Risto acquired his public-school education. In the spring of 1882 he first evinced an earnest desire for a life on the lakes, and he shipped as linesman in the tug *A. C. Waters*, of Michigan City, Ind., with Capt. Alex. Campbell. After two years he was made fireman in the same boat, which berth he held two seasons, and in 1886 he shipped before the mast in the schooner *Cora*, with Capt. Henry Risto, under whom he learned much practical seamanship. In the spring of 1888 he joined the schooner *Kelderhouse* as seaman, and was in her when she performed the notable feat of jumping the Chicago breakwater,

without touching. While in the fishing-tug *Hannah Sullivan*, in 1889, he witnessed the wrecking of the schooners *Minnecaunee* and *Marinette*, and helped to rescue one of the crew, who eventually died from exposure, however; he noted with interest that a dog which came ashore divided his attention between the man who was dead and the boat that floated, not being able to define to which he owed allegiance. Captain Risto also witnessed the wreck of the steamer *Manistique*, which drowned all hands with the exception of one man, and he had a leg broken. In the spring of 1890 the Captain was appointed second mate of the steamer *Puritan*, commanded by Capt. Stein, remaining in her until August 9, when he came before the government engineer in charge of improvements on the east shore of Lake Michigan. He was well recommended, his application bearing the indorsement of J. H. Graham (president of the Graham & Morton Transportation line), J. A. Manning, Inspector Lloyd Clark (of the United States navy), and Capt. Charles Clark (commander of the United States man-of-war *Oregon*, when she made her gallant passage from San Francisco to Cuban waters to take part in the destruction of Cervera's Spanish fleet). In the spring of 1890 Captain Risto was appointed master of the steamer *Lizzie Walsh*, and in 1898 master of the steamer *Music*, plying between Holland and Saugatuck.

Captain Risto was married, on September 6, 1896, to Miss Laura Welch, of Holland, Mich., and one son, Leslie Leo, has been born to this union. They reside in Twenty-sixth street, Holland, Mich. Socially, the Captain is a Master Mason, holding membership in Pomona Lodge No. 281, of St. Joseph.

C. A. MORGAN is the manager of the Cleveland Tug Company, and under his watchful care the extensive business carried on by that concern is directed and kept moving forward. He is a native of Oswego, N. Y., born in 1860, the son of Julius Morgan, who was a vessel master for many years. In 1867 the family removed to

Cleveland, where Mr. Morgan attended the public schools until 1877, in that year entering the ship chandlery business carried on by the firm of J. W. Grover & Son, J. W. Grover being his grandfather. Mr. Grover dying in 1880, the business was continued under the old name by his son, C. E. Grover, and Mr. Morgan was taken into the firm in 1882, retaining his interest in the business until the fall of 1893, when he sold out. In the summer of 1895 he entered upon the duties of his present position. Nearly a dozen tugs are operated by the company and the duties pertaining to the position are varied and oftentimes perplexing, the business being one largely made up of emergencies. One of the largest tugs in the fleet is named after Mr. Morgan and has been employed considerably in towing the steel canalboat fleet.

Mr. Morgan was married in January, 1886, to Miss Lilian I. Evans, daughter of I. W. Evans, one of the best known commission merchants in Cleveland. They have one child, Mary Winifred Morgan.

CAPTAIN L. H. WATERBURY, who was a prominent steamboat master in the earlier years, but who has retired from active service on the lakes, was born in Middletown, Orange Co., N. Y., in 1831, son of Selick and Hester Waterbury. He attended the public schools of his native town until he reached the age of thirteen years. In the spring of 1843 he went as boy with Captain Waite on the old schooner Constitution, and the following season was on the brig Constellation with Captain Anderson. In 1845 he remained ashore and attended school during the year in order that he might better qualify himself for a master's berth. In the spring of 1846 he shipped as wheelsman on the steamer William Henry Harrison, with Captain Piatt. In 1847 his father purchased for him the schooner Temperance, which he sailed successfully for six years. The Captain received his first papers from C. L. Russell, a well-known Cleveland man, recently deceased. In the spring of 1853 he shipped as wheelsman on the propeller Oregon, of the New York & Erie Steamboat line; he passed the season

of 1854 as master of the schooner Fredericks; in 1855 he was appointed mate of the propeller Granite State, of the Northern Transportation line; in 1856 mate of the Pacific, of the New York Central line; in 1857 second mate of the propeller Portsmouth. He then shipped on the Lady of the Lake, and was second mate of her when her boilers exploded, causing the death of two of her crew. After this disaster he went as second mate of the propeller Cushman, and in the spring of 1859 was made mate of the propeller Olean, with Capt. Thomas Holland; in 1860 he served as mate of the steamer Tioga with Captain Sisson, and in 1861 held the same berth on the Olean with Capt. Michael Driscoll.

In the spring of 1862 Captain Waterbury was appointed master of the steamer Tioga, 1863, master of the steamer Olean; 1864, mate of the steamer S. D. Caldwell, in the Lake Superior trade; 1865, mate with Captain Rawson on the propeller Brooklyn; 1866, master of the propeller Evergreen City; 1867, mate with Capt. Gil Traverse on the propeller Pacific. In 1868 he again entered the employ of the Northern Transportation Company, then under the management of George Eddy, as mate with Capt. John Brown on the propeller Young America. In 1869 he became mate with Capt. Robert Richardson on the propeller City of Toledo, remaining on her three seasons, when he was appointed master of the Young America; in the fall of 1873 she went through her cylinder, and thus being rendered helpless went on the beach. In 1874 he was appointed master of the City of New York. The following year the boats of the old Northern Transportation line were thrown into the hands of a receiver, but in August, when an accommodation had been made and the steamers released, he again assumed his old command. In the spring of 1876 he was appointed master of the propeller Milwaukee. During the year 1877 he stopped ashore, and the following season again commanded the Milwaukee. He is a member of the Ship Masters Association and holds Pennant No. 193.

In 1879 Captain Waterbury entered the

employ of the Cleveland City Forge Company, and has remained in the office of that firm eighteen years as superintendent of weights and supplies. He has gained the reputation of being reliable and trustworthy in all the responsible positions he has held, and has well earned the confidence of the people by whom he has been engaged.

Captain Waterbury was married to Miss Maria Borne, of Cleveland, in 1852, and three children have been born to this union: L. H., who is captain in the Cleveland fire department of engine No. 17; John S., who is lieutenant in the Cleveland fire department of engine No. 8; and Fanny E., now Mrs. N. Clancey. The family residence is at No. 62 Portland street, Cleveland, Ohio.

T. J. OSBORNE, a well-known citizen of Cleveland, who is connected with lake interests by virtue of his position as superintendent of dredging for the firm of L. P. & J. A. Smith, government and municipal contractors, was born in Cleveland, in 1848. He attended the public schools of his native city and is a graduate of the old West High School.

Mr. Osborne's first work was in the employ of United States engineers in charge of river and harbor improvements in various capacities. He left that service in 1889 to accept the position he now holds as superintendent of dredging for the firm of L. P. & J. A. Smith, of Cleveland. Col. P. M. Poe, under whose direction he worked for many years, gave him a generous testimonial as to the thoroughness and quality of his work and his qualifications as a superintending officer, as did several other United States engineers in charge of the work upon which he had been engaged. Since 1889 he has had charge of the entire dredging plant of the Smith brothers and has superintended all of their contract work with the government and city of Cleveland, including the dredging of the Cuyahoga river, and work of the same nature at Bar Point, Ashtabula harbor, Conneaut and Fairport, all of which has been satisfactorily accomplished. Mr. Osborne has won the entire confidence of the firm for which

he works. The Cuyahoga, which has heretofore been a river to be avoided by heavily-laden vessels on account of the many delays in getting on the bottom in shoal spots, has been uniformly deepened under his supervision, and such annoyances done away with. Mr. Osborne is a man of a genial and happy disposition and is very popular among his associates. He makes his home at No. 16 Monroe street, Cleveland, Ohio.

CAPTAIN CHARLES JARRAIT, of Detroit, Mich., who has been employed for the last three seasons by Breyman Bros., tug owners and dredge contractors, of Toledo, Ohio, was born in Detroit in the year 1848, and has always resided there. His parents were French-Americans. Captain Jarrait has been on the lakes thirty-five years in all. He began as cook on the scow Look-out, and later sailed before the mast on different schooners for about seven years, when he became mate of the schooner Hattie. He also served in that capacity on the Clara, the Hibbard, the Dolphin, and the Richmond. In 1870, he became master, his first command being the schooner Watchfall, on which he remained two seasons, and he has held the position of master every season since but one, during which he was mate of the Mineral Rock. He sailed the schooners Mary Amelia, Home, and Newell Hubbard two seasons each, and then began tugging at which he has since continued. He has sailed at various times on most of the well-known tugs on the Detroit river and neighboring waters, having had command of the Oneida, Hercules, Baker, Washburn, J. W. Bennett, Park, Blazer, Dexter, Shelby, C. A. Lorman, and Minor.

Captain Jarrait is married and has two sons, both of whom are on the lakes, one as marine engineer and the other as captain of a Cleveland yacht.

F. J. REYNOLDS, whose record as a lake shipbuilder, wrecker and diver is well known, is an old and highly esteemed citizen of West Bay City, Mich. He has led a widely diversified life, interspersed with many

thrilling and interesting episodes but being of a diffident nature, he scarcely ever makes mention of them. Mr. Reynolds was born in St. Albans, Franklin county, Vt., on September 5, 1832, and is the son of John and Catherine A. (Oates) Reynolds, both of whom were born in Ireland, the former of English and the latter of Scotch ancestry. The father came to the United States when he was sixteen years of age, and after a residence of three years, during which time he prospered in a reasonable degree, returned to the old country, where he married. He brought his bride to America, locating in St. Albans, Vt., in 1831, and nine years later he removed with his family to Detroit, Mich. Being a man of strong political proclivities, and quite popular, he was chosen to a municipal office in his adopted city, and served with honor.

F. J. Reynolds received his education in Detroit, his school days, however, coming to an abrupt end in consequence of some difference of opinion with his teacher, and he ran away from home, making his way to Buffalo. About the year 1846 he became an apprentice in the shipyard of Bidwell & Banta, and remained with that firm seven years, during which time he assisted in the construction of many ships, notably the *Western World* and *Western Metropolis*. Being a workman of fine mechanical ingenuity and great force of character, he soon acquired all the technical knowledge of the shipbuilding industry, and at the end of six years was made foreman of the yard. In 1854 Mr. Reynolds went to Detroit and entered the employ of John Skenskey, who carried on a shipyard at the foot of Rivard street, where he again assumed the duties of foreman. He held the position seven years, and it was during this period that he first engaged as a professional diver, sending to Boston for his armor. The first work he undertook in the nature of wrecking was on the schooner *Clara*, which had been sunk by collision in the Detroit river, and he succeeded in raising her; she was repaired in the shipyard. He was finally entrusted with the conduct of the entire business, being occupied frequently on wrecking jobs in different localities, which, in connection

with his duties in the yard, kept him very busy. His next shipyard work was as foreman for Sandy Steward, in Port Huron, where he built the tug *Kate Moffat*.

In June, 1863, Mr. Reynolds enlisted in the Twelfth Michigan Battery, which upon the reorganization of the First Michigan Light Artillery, was consolidated with same as Company M, and assigned to the Western army, serving under General Burnside at the siege of Knoxville. He took an honorable part with his battery in the battles of Stone River, Lookout Mountain, Missionary Ridge and many engagements of less consequence, at the battle of Missionary Ridge receiving a dangerous and severe wound in the thigh. He was sent to a hospital at Chattanooga and thence to Indianapolis, where he remained five months, being honorably discharged from the service on account of disability. He returned home to his family in Detroit, and after three years spent on a farm for the benefit of his health again took up his regular line of work. In 1876 Mr. Reynolds entered the employ of the United State Government as inspector and diver at Sand Beach during the construction of the harbor of refuge at that place, remaining thirteen years and discharging his duties to the satisfaction of the engineer in charge. The contract under which he was working during this period specified that in the spring and fall months, when his services were not needed, he would be independent of government and might engage in wrecking business on his own account, and, among other notable jobs which he performed at such times he assisted in floating the schooners *Starlight* and *Young America*. Since the completion of the Sand Beach harbor of refuge contract, he has devoted the greater part of his time to shipbuilding and individual wrecking jobs, with headquarters in Bay City.

On September 5, 1854, Mr. Reynolds wedded Miss Eliza N. Sears, daughter of James H. Sears, of Detroit, and children were born to them as follows: John James, who died young; Annie E., now the wife of W. Wright, of Sand Beach; Thomas W., a lake engineer; Hugh E., who died October 3, 1894 (he was foreman in F. W. Wheeler's

shipyard for a time, and also a lake captain); George S., a ship-carpenter and master of one of Capt. B. Boutell's tugs; Charles L., a machinist, now surfman No. 1, of the life-saving crew of Middle island; Carrie M.; and Lewis, who studied for the profession of civil engineering and is now employed in F. W. Wheeler's shipyard as riveter. The family homestead is at 907 Walnut street, West Bay City, Michigan.

CAPTAIN JOSEPH H. KING is descended from a line of lake mariners, having been born in Bay City, Mich., March 31, 1871, son of Charles and Margaret (Cavern) King, the former of whom was master and owner of vessels, and sailed the schooner C. J. King, the steamer Mayflower, the barque America, and many other boats of that class in the earlier days. Charles King was born in Bay City in 1832, and died in Port Austin, at the age of fifty-six years.

The fact that Captain King obtained mate's and pilot's berth so soon after beginning his life on the lakes would seem to indicate that he inherited many of the qualities of a sailor with his desire to put them into practice. He was very young, but seven years of age, when he became what might be termed self-supporting, his occupation at that time being gill-net making and mending, at which he worked five years, becoming very proficient. It was in the spring of 1883 that he began sailing as pantry boy in the passenger steamer Favorite. In 1884 he shipped as watch in the steamer Passaic, holding that berth two seasons, and during the season of 1886 he held a like berth in the steamer J. P. Donaldson, following with a season as wheelsman in the tug Traveler. In the spring of 1888 he shipped as wheelsman in the passenger steamer Soo City, plying between Cheboygan and Sault Ste. Marie, remaining in her two seasons and transferring to the steamer Manistique in the same capacity. In the spring of 1891 Captain King received his first issue of pilot's papers and was appointed mate of the lake tug Mocking Bird, holding that berth two seasons. In 1893 he entered the employ of Capt. B. Boutell as master of the tug Annie Moiles, in the

logging trade. The next season he sailed the Waldo Avery, for the Michigan Log Towing Company, and in 1895 he brought out the tug Perfection, for Capt. James Davidson, closing that season as mate in the Ella Smith, which he sailed the next season as pilot. In the spring of 1897 he was appointed master of the passenger steamer Sailor Boy, plying between Bay City and Alpena. Captain King was instrumental, while mate of the Ella Smith, in rescuing a party of six women and one man, who had been overtaken by a squall in Saginaw Bay; he took them off with the yawlboat. He is a member of the American Association of Masters & Pilots of Steam Vessels, and has eight issues of license.

On January 7, 1891, Captain King wedded Miss Annie Whalen, daughter of Alva and Rosella Whalen, of Hampton township, Bay Co., Mich., and one daughter, Harriet Elizabeth, has been born to them. The family homestead is in West Bay City, Mich., but at present they reside at No. 3313 North Water street, Bay City. They have a small farm, to which Mrs. King devotes her attention during the summer months.

CAPTAIN R. JANSSEN was born on the island of Heligoland, in the North Sea, in 1865, son of Captain Reinke and Caterina Janssen, and is perhaps the only native of that island on the lakes. At time of the his residence there the island was in the possession of Great Britain, but it has since passed under the sway of the German empire. Captain Janssen's father, after sailing the North Sea for a number of years, was appointed keeper of the life-saving station in Heligoland, and met his death while attempting to rescue the crew of a wrecked schooner. Of his five brothers, all of whom were sailors, three were drowned.

Captain Janssen attended school until he reached the age of fourteen years. In 1879 he shipped on the bark Gaty, plying between Brahma and Rangoon, and remained on her about eighteen months, after which he returned to the island and engaged in study until 1882, when he was

granted a pilot's license and went into the fishing business on the North Sea. In 1883 he came to the United States and located in Cleveland, Ohio, the following spring shipping on the schooner *Kate Winslow* as seaman, and transferring to the schooner *Thomas Gawn* the same season. In 1885 he was appointed mate of the schooner *Ed. Kelly*; in 1886 second mate of the *John Martin*; the following season he was mate of the schooner *J. L. Higbie*, remaining on her two seasons; in 1889 he went down to salt water as mate of the *Monitor No. 110*, and returning to the lakes he was appointed mate of the *T. P. Sheldon*, after three months receiving advancement to the office of master, and sailing her until the close of the season. In the spring of 1890 he took out the schooner *Alta*, sailing her three seasons, and in 1893 he again went as master of the schooner *Thomas P. Sheldon*, which he sailed two and a half seasons, finishing the season of 1896 as master of the bark *Aurania*, which was laid up at South Chicago.

Captain Janssen is a member of the Knights of Pythias. He was married to Miss Rose Missner, of Cleveland, in 1892.

CAPTAIN DAVID BLOM, a business man of Holland, Mich., was born in that city, on May 2, 1869, son of Capt. Cornelius B. and Jane (Maries) Blom. His father was an owner and master of lake craft for many years, his last command being the schooner *Tempest*, and David has been conversant with marine matters from boyhood. After acquiring a liberal public-school education he engaged in gill-net fishing on Maratawa Bay and Lake Michigan, eventually selling his boats and nets to carry on business ashore, which he has conducted with good financial success. He has sailed as boy on the steamer *City of Holland*, as pilot on the *Fanny Schreiber* and *Henry S. Brown*, on Black Lake, and on the east shore of Lake Michigan, as master of the steamyacht *Minnie S.*, which he purchased in the spring of 1898. After some practical experience and much study, Captain Blom went to Grand Haven, Mich., and applied to the United States local inspectors for a license

to sail his own steamyacht, the *Mamie S.* He also had aspirations of becoming a master, in order that he might be competent to take practical charge of either or both ends of his charming yacht, and after solving the problems placed before him relative to the mysteries of marine engineering, he at once set to work to delineate the duties and emergencies of the full-fledged captain, all of which he accomplished to the satisfaction of the powers which preside over papers maritime. Thus at one sitting, or, more accurately speaking, without sleeping, Mr. Blom became possessed of both master's and engineer's papers, a notable achievement in the annals of the inspection service.

Captain Blom was married on November 22, 1890, to Miss Eva Kniffen, daughter of Fred and Fannie Kniffen, of Holland, Mich., and one daughter, Jeanette, has been born to this union. Their home is on West Seventh street, Holland. Socially the Captain is a member of the Order of Elks.

CAPTAIN ADELBERT J. MOFFETT, one of the best known and most capable tug men on the lakes, was born in Birmingham, Erie county, Ohio, in 1851, a son of Capt. Joseph and Adeline (Ennis) Moffett. He attended the public schools but a short time, being eager to go sailing on his father's schooner, the *A. H. Morse*, and after learning the ropes under his father's eyes, and becoming a practical sailor, he shipped on the schooner *F. T. Barney*. His next boat was the schooner *Algerine*, of which he was appointed second mate, and the following season he held a like berth on the schooner *Brightie*. In 1866 he was appointed mate of the schooner *Fayette Brown*, closing the season in the same capacity on the schooner *S. H. Kimball*. In the spring of 1867 Captain Moffett was appointed mate of the steamer *Raleigh*, and in 1868 mate of the *George W. Holt*, with Capt. John Moore. In 1869 he went to Chicago, took out master's papers, and assumed charge of the tug *E. P. Dorr*, owned by his father. In 1870 he transferred as master to the tug *Bob Anderson*. In 1871 he took the tug *E. P. Dorr* down to Cleve-

land and operated with her out of that port three years. In the spring of 1874 he entered the employ of Capt. P. Smith as master of the tug Shoo Fly, and during the time he remained with him, about ten years, he sailed in turn the tugs L. P. Smith, James Amadeus, S. S. Stone, Patrick Henry (which he brought out new and commanded two seasons), and the Alva B. (which he brought out new). After this Captain Moffett brought out new the tug Forest City, owned by Capt. A. Bradley, which he sailed one year.

In the spring of 1886 the Captain again went to Chicago and took the tug John Gordon, and after sailing her a short time went to Muskegon, Mich., and sailed the tug James McGordon, finishing the season, however, on the tug Gordon, which he took down to Cleveland. The next season he went to work for Captain Smith, as master of the tug S. S. Stone. On May 12, while putting his tug on the boxes for repair, a very painful and dangerous accident happened to him. As the tug Patrick Henry backed up to assist in pushing his tug onto the boxes Captain Moffett stepped over the fan-tail of his own boat to adjust the fenders, and his right leg was caught between the two tugs and crushed in a terrible manner. He was confined to his bed and house for five months. The doctors insisted on amputating the member, but the Captain would not have it, and he was right, as the result proves. On his recovery he resumed charge of the Stone. In the spring of 1888 he was made master of the John Gregory, which he sailed three seasons. In the spring of 1891 he returned to Chicago, entering the employ of Capt. J. S. Dunham, as master of the tug Robert Tarrant, which he sailed three years. In 1894 he was appointed to the George W. Gardner, and at the close of navigation he took charge of the winter tug Mollie Spencer, in the spring resuming his berth on the Gardner. In 1896 he sailed the Chicago tugs D. P. Hall, C. M. Charnley and Wolf, for Berry Brothers, but before the close of the season he went to Cleveland and took charge of the large steam tug Chauncey A. Morgan (named for the courteous manager of the Cleveland

Tug Company), to which command he was reappointed in the spring of 1897. In every position he has occupied Capt. Dell Moffett has given satisfaction and he has been unusually successful in handling his boats. He also has the reputation of being a man of courage when vessels and crews are in distress outside the harbor during the prevalence of storms. At the time of the explosion of the Naptha yacht, which resulted in the death of all on board, he was the first at the scene and recovered four of the bodies.

In 1869 Captain Moffett was united in marriage to Miss Matilda F. Wolff, daughter of William Wolff, of Cleveland, and to this union were born children as follows: Della May and Charles Adelbert, both of whom died young; Lotta, now Mrs. H. H. Miner; and Joseph William, who is in the employ of the Dunham Towing Company at Chicago. The family residence is at No. 1027 Wolfram street, Lake View, Chicago.

CAPTAIN WILLIAM FISHER, of Detroit, Mich., was born in Sault Ste. Marie, that state, in the year 1861, and was brought up in his native town. His father sailed on the lakes for a time, and was mate of the Meteor. Captain Fisher began his lake career as deckhand on the steam barge D. M. Wilson, and remained three years on that boat, as deck-hand and wheelsman, after which he began firing, working for eight years wheeling and firing on the St. Mary, the Messenger, the City of Marquette, and a few others. He then began wheeling again on the Continental, belonging to the Republic Iron Mines, and remaining on her one year, the next season wheeling on the Cleveland tug Constitution, in the Soo river. He then rose to command, and six years ago became master of the tug Tom Dowling, which he sailed three seasons, later commanding the tug Jim Pullar, for the R. J. Cramm Dredge Company, for one season and ailing the tug Arthur Jones, of Detroit, for a year. During the season of 1896 Captain Fisher had charge of the tug Blazer, owned by Breymann Bros. Besides his sixteen years' experience on lake boats, and four years during the Rebellion,

the Captain served four years as surfman at United States Life-Saving Station No. 12.

Captain Fisher has lived in Detroit, his present home, for the last three years. He was married in August, 1891, in Garden River, Ontario, to Miss Nancy Rickly, of Hilton, Ontario, and they have one son, Edward.

CAPTAIN JOHN McLACHLIN, who has been engaged as master in the tugging business out of Bay City, Mich., for many years, was born in Dunwich township, Elgin county, Ontario, on September 1, 1842. He is the son of Archie and Catherine (McLellan) McLachlin, the former a native of Argyle, Scotland, the latter born in Canada, of Scotch parents also from Argyle. At an early age Archie McLachlin commenced the life of a seaman out of Glasgow, serving an apprenticeship of five years and visiting many European ports, including in his voyages one to the East Indies. When but nineteen years of age he came to the United States, and stopped at Erie, Penn., for a short time. He had no comprehensive idea of the magnitude of the lake commerce in those days, but seeing the steamer *Queen City*, owned by Mr. Reed, lying at the dock, he shipped on her and found himself well satisfied to remain in the lake region. About this time Chicago was in her infancy and cargoes destined for that port were unloaded into scows to be discharged on the docks. Mr. McLachlin was mate in the steamer *Keystone State*, and among other notable steamers the *Western World* and *Louisiana*, remaining in the Reed employ about twenty years. His family consisted of eight sons: Duncan, John, Archie, Angus, Abner, Colon, Isaac and Lachlin. The eldest, Duncan, who was a vessel captain, sailed the schooners *A. Shade* and *Indian Maid*, and was mate of the *Three Bells*, of Toronto, and the *Hubbard*, of Sandusky.

In the spring of 1861 John McLachlin left home and went to Cleveland, where he shipped with Captain Rummage as boy in the *Winslow*, remaining with her two seasons, the second as seaman. In the spring of 1863 he went with Capt. John Varner as second mate in the schooner *Ellington*.

His service during the next eight seasons was as follows: On the bark *Jennie P. Mack*, of Port Burwell, with Capt. Alex. McBride; as wheelsman in the *Morning Star*, with Captain Visier; with Captain Campbell, in the *George Laidlow*, a salt-water barkentine, owned by Mr. Taylor; on the schooner *Hubbard*, of Sandusky, two seasons; on the schooner *Lookout*, of Milwaukee, with Capt. J. Thompson, two seasons; in the schooner *Fitzgerald*, with Captain Fitzgerald. In 1870 he accepted a lucrative position in a lumber camp at Unionville, Mich., where he remained ten years. In the spring of 1880 Captain McLachlin went to Bay City, Mich., and entered the employ of Captain Boutell as master of the tug *Sea Gull*, and during the fifteen years of his service with Captain Boutell he has transferred from one tug to another as occasion required, sailing the tug *Cora B.*, again as master on the *Sea Gull* three seasons, as master on the *Annie Moiles*, mate on the lake tugs *Music*, *Emerald*, *Traveler* and *Niagara*, and as master of the tug *Annie Moiles* in 1897. The three intervening seasons he was in the employ of the Michigan Log Towing Company, as master of the tug *Avery* two seasons and of the tug *Howard* one season.

On November 9, 1870, Captain McLachlin wedded Miss Annie McIntyre, of Ekfried township, Middlesex county, Ontario, and they have had four children: Archie, who is captain of the tug *Charley O. Smith*; Ward, who is mate on the same boat; Henrietta, and Alice. Socially the Captain is a Master Mason and a member of the Knights of the Maccabees.

JOHN A. STYNINGER, who retired from active engineering on the lakes about a quarter of a century ago, was a noted chief in his younger days, and is now perhaps one of the best known dealers in engineers' supplies and other goods that enter into the outfit of steamboats. At any rate, he is a popular, congenial and accommodating man. There is no question why he should not take naturally to a seafaring life, as he was born on the Atlantic ocean on October 13, 1848, in a full-rigged ship hailing from Hamburg,

Germany. The voyage to New York occupied two months, and the ship was in American waters, about a week's sail from her destination, when the event here recorded transpired. His parents were John A. and Mary (Styninger) Styninger (not related). After landing in New York they continued their journey west, locating in Lower Saginaw, now Bay City, Mich., and John was the only young white boy in the valley, as his parents were among the first pioneers. His playmates were all Indian children and their playground on the banks of the Saginaw river was the site now occupied by his store. The father died in 1849, soon after reaching his new home, and John was thrown upon his own resources at a very tender age. His first employment was in the shop of C. E. Jennison & Brother, in Bay City, to whom he was apprenticed for five years, and there he thoroughly learned the machinist's trade. He then went to Painesville, Ohio, where he remodeled the old brewery under the hill, the work occupying about three months.

In 1867 Mr. Styninger went to Cincinnati and shipped as oiler on the river steamer *Twilight*. The next year he took out engineer's papers, serving in the same steamer another season, and in the fall he went to Cleveland and entered the employ of Parsons & Hokondobler, then located on Merwin street, by whom he was engaged until 1873, especially during the winter months. He was fixing the pumps in the tug *Old Jack* when she exploded her boilers, on the Cuyahoga river, in 1870, and is the only survivor of that disaster. In the fall of 1873 Mr. Styninger was on the passenger steamer *Idler*, plying between Cincinnati and New Orleans, and the next year he engaged to take charge of the shop of C. E. Jennison, in Bay City, but before he reached there the place was destroyed by fire. The Jennisons started him in business the year following on his own account, and he has successfully continued in same up to the present time. He began in a small way, but by enterprise and industry he has built up a large business, carrying one of the most complete stocks of engineering and vessel supplies to be found along the lakes,

oils for illuminating and lubricating, heating and cooking stoves, and in addition conducting a plumbing, steam and gas fitting branch. Mr. Styninger keeps his place open night and day to accommodate the trade and is assisted by a force of competent workmen. He has recently made an extensive addition to his store room, which is now 42 x 136 feet in dimensions.

Socially Mr. Styninger has been a member of many fraternities. He held Pennant No. 5 of the Excelsior Marine Beneficial Association, and is an honorary member of the Ship Masters Association, the American Association of Masters & Pilots of Steam Vessels, and of the Marine Engineers Beneficial Association, representing the latter body as delegate to Detroit, Buffalo, Cincinnati, Pittsburg, Chicago, Mobile and Washington. He has eighteen issues of first-class engineer's license.

On March 30, 1885, Mr. Styninger wedded Miss Hattie, daughter of William and Julia Harwood, and two children, Roy Augustus and Gracie Merila, have been born to this union. The family homestead is at No. 1115 Van Buren street, Bay City, Michigan.

CAPTAIN MATHEW ANDERSON, of Cleveland, who was mate of the steamer *T. S. Christy* during 1896, claims Norway as his native land. There he was born in 1864, his father, Capt. Andros Olson, giving him his own christian name for a surname, as is customary in that country. The father was a sailor nearly all his life and commanded vessels on every sea.

Mathew Anderson spent a year on a Norwegian bark when he was fifteen years of age, this experience in sailing being his first. After this he joined the brig *Hope*, on which he spent two years, sailing between Baltic ports and Nova Scotia, and he was then on the bark *Oscar II* for some time, between Pensacola and North Carolina points, later serving on the bark *Flint*, between Nova Scotia and England. He attended a school of navigation in Christiania one winter, going aboard a brig at the opening of navigation the next season, and he subsequently went to England on

the four-masted steel vessel *Arethusa*, in which he made a voyage to San Francisco, spending three months in that port. On the return voyage the *Arethusa* made Liverpool six months and two days after leaving the American port. Captain Anderson next spent three months on the passenger steamer *Lord Clive*, between Liverpool and Philadelphia, and he then abandoned the ocean for the Great Lakes, proceeding to Chicago, where he joined the schooner *North Cape*. He remained on her one season and afterward served on the steamer *Horace A. Tuttle* one season, working during the winter following on the fitting out of the steamer *Henry J. Johnson*, on which he sailed that year. During the succeeding years he has been engaged on board the steamer *David W. Rust*, was wheelsman of the steamer *Wallula*, watchman of the steamer *Bulgaria*, second mate of the steamer *Waverly* and second mate and then mate of the steamer *Alcona*. He sailed the schooner *Alta* for two seasons and during 1896 was mate of the steamer *Christy*.

CAPTAIN P. SMITH was born in County Cavan, Ireland, in 1827, a son of John and Catherine R. Smith, and unites in his individuality the blood of the Osbornes and Sheridans. His parents emigrated to the United States in 1836, and on his arrival in this country the father purchased a number of horses and drays, and engaged in teaming. In 1840 he bought a farm a mile and a half southeast of Newburg, where the family remained six years, returning to Cleveland in 1846.

Patrick Smith's opportunities for attending school were limited to a few years, but his innate shrewdness and faculty for good management have brought him a high degree of prosperity and the esteem of his friends and associates. On looking back over his boyhood days he finds that almost all of his schoolmates and early playfellows have passed to the grave. In 1847 Captain Smith bought a pile driver and embarked in business for himself. He purchased a dredge in 1848 and was then prepared to do contract work both for the city and government. In 1849 he extended his operations

by purchasing stone quarry property at Independence and Amherst, which he worked with good results. In 1873 he started the tug line known as Smith's tug line, now conducted by his sons, L. P. and J. A. Smith, put up an office at Main street bridge, and operated the tugs *L. P. Smith*, *Belle King*, *Shoo Fly* and *Maggie Sanborn*. In 1874 he occupied an office on Fron street, overlooking the lake, and added the tugs *James Amadeus*, *Mary Tuttle* and *S. S. Stone* to his marine property. In 1878 he built the tug *Peter Smith*, and in 1879 added the *H. N. Sprague*, which was lost on Long Point; she split her stern post and when beached listed toward the sea and was torn to pieces by the waves. In 1880 Captain Smith built the *Patrick Henry* and in 1884 he purchased the *Gates*. The following year he retired from the active management of the business, transferring it to his sons, although he kept a fatherly supervision over it. Subsequent to the transfer, however, Captain Smith added the schooners *Selkirk*, *Hinckley*, the noted Colonel Cook (whose bones now lie on Avon Point), and the *H. P. Baldwin*, and the new steamers *Margaret Olwill* and *J. H. Farnan* to the vessel property of the line, and in 1896 the powerful tug *Chauncey Morgan* was purchased.

Captain Smith is particularly known for his sterling integrity and business qualifications. What he performed was always thoroughly done. While in active business he was always very tenacious of his reputation for fidelity to engagements of all kinds, suffering nothing to deter him from keeping an appointment or agreement. He is a strong believer in the duty and dignity of labor, and always sympathizes with the industrious poor, often helping them out of pecuniary difficulties, and his circumstances are such that he has also been enabled to help his Church with a free hand. He possesses a warm heart and a generous disposition, and is very careful never to wound the feelings of any one, and his counsel and advice are sought by many. Religiously he is opposed to dissipation in any shape.

Captain Smith was united in marriage to Miss Margaret Olwill, on October 26,

1850, and they had four children—Louis P., James A., Estelle G. (now Mrs. James Canalle) and Augusta S. (now Mrs. James Spankle). In 1888 Captain Smith married for his second wife Miss Mary F. Burns. The family residence is at No. 224 Washington street, Cleveland, Ohio.

CAPTAIN SAMUEL MURDOCK, whose lake career began away back in the "fifties," belongs to a family of sailors. He is the son of William and Elizabeth (Mitchell) Murdock, natives of Scotland, who were married in that country and came to the United States in the year 1831, locating in Clayton, N. Y., where Samuel was born October 15, 1844. (1) John, the oldest son, sailed vessels for E. G. Merrick, of Detroit, for twenty-four years, and for Mr. Barker, of Clayton, N. Y., four years, his last boat being the schooner Brooklyn. (2) Peter sailed as master about twelve years, his last command being the brig Mariner. (3) Andrew sailed for H. A. Ballentine & Co., eight years, closing his lakefaring life on the barge Buffalo; he died in Carlton in 1886. (4) David's experience on the lake was a short one, as he was drowned when the barge Adriatic foundered in Lake Erie, off Long Point, in 1873; he had previously sailed on the barge Ajax. (5) James, who is a twin brother of Samuel, sailed for a time, attaining to the office of mate, but retired and settled on a farm near Midland, Mich. (6) William sailed many years, and became mate of the schooner Monticello.

After acquiring a public-school education in Clayton, N. Y., Samuel Murdock shipped as boy with his brother Peter, in the schooner Reindeer, remaining in that vessel seven years, the last two as mate. In the spring of 1864 he was appointed mate of the bark Danube, in which he continued two seasons, and in 1866 he was advanced to the position of master in the brig Isabelle, which he sailed two seasons. In 1868 he brought out the American Giant new for John Kelderhouse, of Buffalo, and commanded her two seasons, following with two seasons as master of the schooner John Kelderhouse, owned by Charles Chase, of Chicago. In 1872 he purchased a half-interest

in the propeller Dunkirk, which he sailed successfully three seasons and sold, going as master of the steamer Oakland the next season. The two succeeding seasons he sailed as master of the schooners Harvey Bissell and G. J. Boyce. In the spring of 1878 he was appointed master of the schooner H. C. Winslow, owned by Captain Fifield, and sailed her nine years, giving good business satisfaction to the owner, at the close of that service entering the employ of Capt. B. Boutell as master of the lake tug Niagara, he sailed her two seasons, transferring to the Sea Gull, in which he remained three seasons. In the spring of 1891 Captain Murdock was appointed master of the lake tug George W. Parker; his next command, in 1894, was the steamer Manistique, of which he again took charge after the lapse of a year during which he was ashore, sailing her three successive seasons; she was among the first vessels to sail at the opening of navigation of 1898. The Captain is a thorough-going sailor and his long experience entitles him to be recognized as one of the best qualified masters.

Captain Murdock was united in marriage, in August, 1868, to Miss Laura Goodson, daughter of James and Caroline Goodson, of Bay City. They have two children, Prescott, who is a graduate of the Bay City high school, and Helen, who attends same.

CAPTAIN MICHAEL MAHER, although still a young man, has had an eventful life on the lakes and in connection with lake interests, and at one time held the local inspectorship of steam vessels for the Port Huron district, to which he was appointed by President Cleveland in October, 1887, when but twenty-nine years of age. He is the son of Michael and Ellen (Woods) Maher, was born in London, Ontario, on December 12, 1858, and received a public-school education in Canada, in course of time coming to the United States. His first duties on the lakes consisted in passing wood in the side-wheel towboat Little Eastern, but it appears that he did not entertain a very high regard for the occupation, and he did not ship the next season. He found employment in the McKinnon boiler shop,

where he remained two years, and in the spring of 1874 he shipped as fireman in the side-wheel passenger steamer Daniel Bull, the next year going as wheelsman in the passenger steamer Mason, plying on the Saginaw river. In 1876 he was clerk in the passenger steamer Cora Locke, coming out the following year as mate in the tug Cora B., and closing the season as mate in the riverboat Mason. In the spring of 1878 he took out pilot's papers, and having purchased the steamer Nellie Booth from Detroit parties, he took her to the Saginaw river and sailed her until August, when he sold her and shipped on the steamer Mason, holding that berth until the fall of 1879. The next season he secured engineer's license, but shipped as clerk in the steamer W. R. Burt, remaining in her until the fall of 1885. During the winter months, while in this employ, he helped repair and fit out the different boats of the line, in the summer sailing them or running the engine, as occasion required, filling this composite position with much satisfaction to all.

It was in 1886 that Captain Maher began to acquire vessel property. He associated himself with J. English and purchased the steamer Lucille, which he took to the Saginaw and sailed in opposition to the W. R. Burt and Mason, both of which steamers he and his partner purchased July 3 and put on the route. At the close of the season the Captain sold his interests to Mr. English, continuing, however, as manager of the line, and in the spring of 1887 he purchased the barge Norway and sailed her two months, also taking an interest in the tug Haight. In October, 1887, during President Cleveland's first term, he was appointed government boiler inspector for the Port Huron district, being succeeded in that incumbency by Frank Van Lou, on January 21, 1890. The same year Mr. Maher purchased a half-interest in the National Boiler Works, in Bay City, with his brother John, and assisted in conducting that industry until the fall of 1896, when he sold out to his brother, who now carries on the works alone. In April, 1890, Captain Maher purchased an interest in the steamer Sanilac and sailed her two seasons in the passenger

and freight trade between Saginaw and Cleveland, putting in the winter months at the boiler works. In 1892 he bought the passenger propeller C. A. Forbes, which he sailed on the Saginaw river, selling her the next year and assuming command of the Sanilac. In 1894 he sold the Sanilac and as business was improving went to work in the boiler shop. During the year 1895 he put six furnaces under the boilers of the C. A. Eddy works in Chicago, and the next year devoted his time to the shop in Bay City with his brother, disposing of his interest that fall. During the season of 1897 Captain Maher sailed the passenger steamer T. S. Faxton, in the passenger and freight trade between Saginaw, Bay City and Alpena; it is his object at this time to acquire a steamer adapted to the passenger and package freight trade. He has eleven issues of master's papers and nine engineer's licenses.

Captain Maher was married to Miss Sarah Kain, daughter of Michael and Josephine Kain, of Saginaw, on January 18, 1881, and they have one son, John Stafford. Their home is at No. 321 Adams street, Bay City, Mich. Fraternally, the Captain is a member of the Elks and the Ancient Order of United Workmen.

JOHN STOALDER, of Cleveland, Ohio, was born in 1849 on board a vessel lying at anchor in New York harbor and began life as a sailor at the age of thirteen years, and he has seen his full share of nautical experiences. His father, Andrew Stoalder, who was a native of Switzerland, determined to migrate with his family to the western part of the United States and there end his days. While the vessel on which he came to this country was lying at anchor at New York, the subject of this sketch was born, and twenty-four hours later the entire family left the boat. They located in Lima, N. Y., where the father died three years later, of cholera, and the mother then removed with her family to Sandusky, Ohio, in 1869, taking up her residence in Cleveland.

John Stoalder began sailing as cook on the scow Mary Jane, serving in a similar

capacity on the steamers Sheridan, Lottie Bernard, Eighth Ohio and Ella Lyon, and on the tugs Ella Lyon and Burnside, afterward becoming wheelsman for a brief period of the tug Goodnow. Later he was in the tugs B. B. Jones and B. B. Rose and the steamer Reindeer, in May, 1869, becoming fireman of the tug Belle King. The next season he was fireman of the tug L. P. Smith for four months, when he received his first issue of engineer's papers and became engineer of the tug Edwards, holding that berth also on the tugs Starkweather, Volunteer, Monitor and James Amadeus, after which he was employed three years as locomotive engineer on the Cleveland & Rocky River railroad. Following this he was engineer of the tugs Forest City and Sprague, second engineer of the steamer Superior, and chief of the propeller Mayflower, tugs Mary Virginia and Brady, steambarge Fred Kelley, and steamers Nahant, Everett, S. E. Sheldon and E. S. Pease. He served nearly three years in the last-named vessel in the fall of 1894, becoming engineer of the Northern Ohio Blanket Mills, in Cleveland, which position he has retained up to the present time.

During his boyhood Mr. Stoalder spent some time on the schooner Mys'ic, which went on the reef near Point Pelee and rolled over, and he remained one day and two nights in the rigging before the crew were rescued. He has also had a considerable experience with wrecking pumps; pumped out dry docks and milldams at Lowell; raised one schooner at Ashtabula; raised the schooner Reindeer at Fairport; the Harrison at Beaver Islands; the E. B. Hale, at Point Pelee reef; had quite an experience up at Marquette with the Daniel Wallace, and raised the schooner Baldwin at Kelley's island. While he was employed in the tug Samson that craft sunk at Point au Pelee island, and the crew spent thirteen days in a deserted log hut on the island. It was intensely cold and at night two-hour watches were maintained so that the fire would not go out. Finally a relief seemed likely to be indefinitely postponed, Mr. Stoalder took a small boat, rowed to Kelley's island and there took a steamer to

Sandusky, from which point he dispatched a tug to take off the stranded men.

In 1873 Mr. Stoalder married Miss S. E. Bedford, of Cleveland, and they have had children as follows: Adelaide, William Wesley, John, Edward, Cora, Charles, Vernie, Mable, Arthur and Cleo.

CAPTAIN ALONZO CARTER, one of the most experienced of the ocean and lake navigators, was born in Belfast, Maine, in 1833. He attended the public schools for a number of years, and subsequently, after he commenced the life of a sailor, went to a school of navigation, where he also acquired the science of drafting and laying down vessels. In 1848 he began sailing in the full-rigged ship Bothnia, out of Bangor, Maine, bound for San Francisco, at which port he left her and joined the ship Flying Cloud for Honolulu, the Samoan Islands, thence to New Zealand, and Antwerp, Germany, the voyage occupying two years. In 1850 he joined, as third mate, the ship Golden Eagle, bound for Olio, Japan. During this voyage an incipient mutiny broke out among the crew, and his efforts to discipline the chief malefactors Mr. Carter was so severely cut with the sailors' knives that he was confined to the hospital for six months. He still bears the scars of this savage attack. On his recovery he shipped on the schooner Howling Wind, of Scotland, bound for Yokohama to load for London. On his arriving at the latter port he was appointed second mate of the ship Golden Rule, bound for Melbourne, Australia, where she lay six months, discharging and loading for Liverpool, the voyage occupying eighteen months. In 1852 he returned home to visit his parents, and the following year he shipped as mate on the bark Growler, plying between Boston and Mobile Bay, where they discharged cargo and took on cotton for Cronstadt, Russia. The bark reached the Baltic Sea on May 1, discharged cargo and returned to Boston.

In 1854 Captain Carter shipped as mate on the bark Black Squall, for Rio de Janeiro, but she sprung a leak in the Doldrums and was obliged to put in at St. Thomas, where the ice cargo was sold at two cents

per pound. The vessel was condemned and sold and the crew returned to New York by the American consul. In 1855 he shipped as mate on the schooner *Sea Gull*, out of Rockland, Maine, transferring from her to a packet ship plying between Savannah and Havana, which in the fall of 1856 encountered adverse winds and became a total wreck. The crew were picked up by a British ship and carried to Charleston, S. C., from which port the Captain shipped on the schooner *Melrose*, and landed at Rockland, Maine. He remained at home that summer, engaged in building a vessel, the *Isaac Cohen Hertz*, of which he became mate, continuing thus until November, when he was appointed master, remaining in command until the month of June of the following year. In 1858 he was appointed master of the *Fred Howell*, formerly the *Petrel*, and after sailing her six months was promoted to the command of the fine brig *Roseway Belle*. His next vessel was the schooner *Harper*, with which he made one trip to the Windward Islands, then transferring to the *Mountain Eagle*, and later, by appointment, to the command of the *Fred Howell*. In 1861, on his last trip out of Savannah, with a cargo of sugar for New Orleans, he sailed with a Confederate clearance—the Civil war then being well under way—with cotton breastworks fore and aft on deck. He reached Boston in due time and then went into the coasting trade with the *Fred Howell*. In May, 1864, Captain Carter was appointed master of the new brig *Dudley*, owned by A. B. Morton & Sons, and engaged in transporting passengers and soldiers, fuel and forage for the army. In 1867 he returned home and had the *Leila* built, owning a fourth-interest in same; he sailed her that year and sold his share.

In the spring of 1868 Captain Carter came out to the lakes, locating in Detroit. He entered the employ of Capt. S. B. Grummond, with whom he remained fourteen years, as master of barges, also fitting out his boats and looking after repairs. In 1883 he went to Cleveland and purchased the schooner *Venus*, which he sailed four years, and the schooner *Julia Willard*, which

he paid for in freights and sailed for three years. The *Venus* was lost on Lake Huron, Captain Thompson and all hands going down with her. In 1891 Captain Carter sold the *Julia Willard* and purchased the schooner *Fitzhugh*, which he sailed that season. He then went to New York and bought the schooner *Daniel Brown*, which he brought up to the lakes, sailed her one season and then took her back to New York and sold her. In the spring of 1893 he bought a fourth-interest in the schooner *Owasco*, with Jones & Co., and put her in the stone trade between Sandusky and Portland, Maine. That winter he engaged in the coasting trade and lost his vessel off Halifax, with a cargo of coal from Philadelphia to Montreal. His next purchase was the schooner *Riverside*, which he sailed the balance of the season of 1894. In 1895 he was appointed master of the barge *Charles Wall*, which berth he holds at this writing.

Captain Carter was united in marriage to Miss Orelia Carter, of Bristol, Maine, in 1859, and three daughters, Mrs. Herbert C. Walker, Annie M. and Azilla, have been born to them. They reside in Detroit, Michigan.

CAPTAIN EDWARD BABCOCK, an old and widely-known lake mariner, was born in Painesville, Ohio, in 1833. He attended the public schools of his native town until 1847, when he commenced his lake career as boy on the schooner *Nebraska*, with Capt. Normal Richmond, the following season serving on the schooner *Matt Root*, and in the spring of 1849 shipping as seaman on his first boat, the *Nebraska*, with Captain Blanchard. On the 2d of July they came up to the bark *Sunshine*, which had capsized in a squall; the captain and mate were drowned, and the *Nebraska* picked up the captain's wife, the second mate and five of the crew. In 1850 Captain Babcock shipped on the scow *I. C. Pendleton* with Capt. David Becker, who lost his life a few years ago, his vessel having taken fire off St. Catharines, Ontario. In the spring of 1851 he shipped as seaman on the brig *Iroquois*; in 1852-53 in the scow *E. L. Herrick*; in 1854-55 in the schooner *Nebraska*, as second

mate; in 1856-57 in the schooner Goodell, with Capt. Ras Herrington; in 1858-59 as second mate on the steamer E. B. Hale. In the spring of 1860 he was appointed second mate of the brig Iroquois, and remained on her until May 20, 1861, when she was laid up at Cleveland. Captain Babcock then enlisted in the Twenty-third O. V. I., serving with that regiment eighteen months, and participating in all the encounters in which it was engaged, including the battles at Island No. 10 and Vicksburg. In 1862 he was transferred to the navy, and was promoted to captain of the aft-guard of the man-of-war Metacomet, a side-wheel, double-end steamer, which he joined at Mobile. He was with this boat in the engagements at Mobile and New Orleans, and remained on her until the expiration of his three years' term of enlistment, when he re-enlisted for another three years, being assigned boatswain to the man-of-war Michigan, under command of Captain Jewett. He served in that position until the close of 1866, and the year following was appointed boatswain of the revenue cutter Commodore Perry, Capt. D. O. Ottinger commanding, on which he remained two years.

In the spring of 1869 Captain Babcock shipped on the schooner Harvest Home. In 1870-71 he engaged in the fishing business out of Erie, Penn., and in 1872-73 he was again boatswain of the cutter Commodore Perry. In 1874 he joined the life-saving service as surfman, at Erie, remaining there two seasons, and in that time assisted in the rescue of the crews of the schooner Beels Thompson, which was burned off that port, and the barge St. Joseph. Removing to Cleveland, Captain Babcock there engaged in occupation ashore two years, but in 1878 he joined the Cleveland life-saving service as surfman, and during his connection with same participated in the rescue of the crews of the schooners Moonlight, Baldwin and Cossack. In the spring of 1879 he engaged in the fishing business out of the port of Cleveland, continuing same until, in the fall of 1884, he entered the employ of the Smith Tug Company as watchman, remaining there one year. The following year he engaged as night watchman for the three tug lines,

the Black, Red and Independent, serving in that capacity about four years, following which, for another four years, he was watchman for the Red Stack line. In the spring of 1895 he entered the employ of the Cleveland Tug Company as night manager, which position he yet retains.

Captain Babcock is an ardent member of Stedman Post, G. A. R. In 1872 he was united in marriage to Miss Emily Gibson, of Erie, Penn., who died in September, 1895.

CAPTAIN C. M. SAPH, one of the prominent steam boatmasters sailing out of West Bay City, Mich., is a pleasant sociable companion and possesses many enduring friends. He is a son of Valentine A. and Mary (Drewyor) Saph, and was born in Newport, now Marine City, Mich., July 25, 1853. His father is an attorney-at-law in Marine City, associated with one of his sons under the firm name of V. A. Saph & Son. His mother died in September, 1870. Her father, Capt. John Drewyor, will be remembered by some of the mariners of past decades as a popular and well qualified Lake Superior pilot, sailing in the vessels of the Ward Lake Superior line.

Captain Saph acquired a public-school education in Marine City, attending until he reached the age of fourteen years, when he shipped as deckhand in the steamer William Cowie, with Capt. S. Andrews, and was with her when she put the first day mark locating Stanard rock. In the spring of 1869 he shipped in the schooner Idaho, and he passed the next eight years in different capacities on various vessels and steamers, among which may be mentioned the schooner Lizzie Belle, the Michael Groh, Forester, Florence Lester, John Ritchie and C. H. Wilkes. In the spring of 1878 he was appointed mate of the schooner Keepsake, remaining on her until August of the following year, when he took command of the schooner A. H. Brown. At the opening of navigation in 1880 he came out in the Birkhead, made one trip in the Unadilla, and was then appointed mate in the new schooner Grace Holland. In 1881 Captain Saph took out pilot's papers and was appointed mate in the

steamer D. F. Rose, retaining that office four successive seasons, after which he was given command of the steamer Oswegatchie, which he sailed two seasons. In 1887 he was appointed master of his old steamer, the D. F. Rose, of which he had charge for four seasons, giving good business satisfaction, and his next steamer was the S. C. Clark, which he commanded two seasons. In the spring of 1893 he was again appointed master of the steamer D. F. Rose, which position he has held up to the time of this writing. He has been exceedingly fortunate with the vessels under his command and has won and retained the confidence and esteem of the owners.

Captain Saph was married to Miss Lorena Ellery, daughter of Philip and Delphina (Blair) Ellery, of Port Huron, in November, 1888, and the children born to this union are Lee W. and Cassie M. The family homestead is at No. 401 West Midland street, West Bay City, Mich. Socially, the Captain is a member of the Ship Masters Association, carrying Pennant No. 223, and he is a charter member of the Bay City Lodge; he is also a member of the Ancient Order of Foresters.

CAPTAIN R. W. KERR, of Cleveland, was born in that city in 1857, a son of the late Capt. Robert Kerr, who was drowned in Detroit river in 1887, having been knocked overboard from the bark Constitution by the main boom. R. W. Kerr attended the public schools in Cleveland until 1874, when he commenced sailing in the schooner C. J. Magill. He remained with this vessel until 1881 rising from the position of boy to that of mate and commanding her occasionally during the absence of his father, who was her master. During the season of 1881; he was mate of the propeller Pacific in 1882 and 1883, holding a similar position on the bark Sunnyside, and in 1884 on the Constitution. During the next three years he sailed the schooner Delaware; then he commanded the Constitution for two years; remained one year ashore; sailed the propeller Business two years, and then assumed command of the steambarge J. S. Fay. Captain Kerr has been singularly

fortunate during his nautical career, having never been on a vessel that went ashore while he was with her. There has been but one season since he was nine months old when he has not taken at least one trip on the lakes either as passenger or sailor.

CAPTAIN P. C. SMITH has evidently the energetic Scotch blood of his paternal ancestors in his veins, which combined with the fine qualities of mind inherited from an American mother has made him very successful in his business life. Captain Smith was born in St. Clair county, Mich., May 1, 1844, a son of Peter and Sarah (Cross) Smith. The father, who was born in Glasgow, Scotland, was a millwright by trade and constructed various mills in and about his native city. In 1842 he brought his family to the United States, locating in St. Clair county, Mich. In 1852 he went to West Bay City, where he built a mill which was operated under the firm name of Moore, Post & Smith, and in 1857 he removed his family to that place. Prior to that time his son P. C. Smith, had acquired a liberal education in the public schools of St. Clair, and he commenced to work in the mill with his father, continuing thus about four years, during which time he accumulated funds sufficient to start in life on his own account.

Captain Smith first purchased an interest in a steam ferry plying on the Saginaw river, and after sailing in her two years, sold out and applied for and received master's papers, purchasing the steamer Wave, which he sailed about six years, engaged in towing logs on the lakes and rivers. She was destroyed by fire in 1874, and he then stopped ashore and engaged in looking after the interests of the mill until the spring of 1877, when he purchased the tug Sol S. Ramage, which he sailed. The large lake tugs Ella Smith and Peter Smith next came into his line by purchase and these he sailed in the raft-towing business. The Peter Smith has an interesting history: She was built in Scotland in 1863 and put into commission as a blockade runner by the Confederates during our Civil war, making a successful run into Wilmington, N. C., but was captured by one of the Union gunboats

in an attempt to run the blockade with a cargo of cotton. In 1866 her name was changed to the *Little Ada* and she was transferred to the lakes and used as a lake survey steamer. After some service in her new waters the Government sold her to Capt. Peter Smith, the father of our subject, and her name was again changed to honor her new owner.

In the fall of 1887 Captain Smith entered into partnership with Capt. Benjamin Boutell, and the next spring they engaged actively in the raft-towing business, each enjoying an equal interest in the enterprise now known as the Saginaw Bay Towing Company, which has a fleet of eighteen of the finest tugs in any waters; this association has continued up to the present time. Captain Smith also owns individually the steamer *Minnie E. Kelton* and the schooners *Allegheny* and *Active*. None but those conversant with the magnitude of the lumbering operations on the American lakes can comprehend the greatness of this enterprise, or the energy, force and daring necessary to conduct it successfully, as do Smith & Boutell. But his interests in this line claim only a portion of Captain Smith's time. In 1883 he established a general store and coal dock in West Bay City, in which branch he now has a large and growing patronage and he is also largely interested in a match factory and a stave and heading mill at Gladwin, Mich., as well as numerous other industries.

As will be observed from the foregoing, Captain Smith ranks deservedly as one of the most enterprising and public-spirited citizens of West Bay City. Few men are more widely and favorably known throughout the Saginaw valley, for his integrity of character and courteous address have made him a prominent figure wherever the demands of business or the calls of social life require his presence. While a strong partisan he is not an office seeker, and on the only occasions on which he has been before the public as a candidate he has had the rare pleasure of being nominated by both political parties, serving his constituents four years as trustee, and as alderman five years. He brought to the administration of municipal

affairs that same determined will, sterling principle and shrewd appreciation of men and events which have so eminently characterized his conduct of private business matters, and he has rendered valuable service to West Bay City. The Captain is pre-eminently a successful man, and he has amassed considerable wealth in the conduct of the extensive business interests to which he has always given his attention. Socially, he is a prominent thirty-second-degree Mason, a member of the Commandery, and a Noble of the Mystic Shrine.

In August, 1865, Captain Smith was united in marriage with Miss Sarah, daughter of Thomas and Nancy S. Orton, of New York State. They have one son, Capt. Charles O. Smith, who has always from boyhood been around the vessels owned by his father. He sailed the schooner-yacht *Hector* two seasons, and in the spring of 1895 was appointed master of the schooner *Allegheny*, sailing her three successive seasons. In the spring of 1898 he applied for and received first-class pilot's papers, and has been assigned as mate to the steamer *Traveler*, of the Saginaw Bay Towing Company. The family residence is a handsome structure on Midland avenue, West Bay City, surrounded by spacious grounds.

JAMES CLANCEY, engineer of the propeller *Samuel Mitchell*, is a native of Kingston, Ontario, where he was born January 7, 1857, the son of John and Elizabeth (Smith) Clancey; his father was a stock farmer. Mr. Clancey attended school in Kingston and then entered a boiler shop in the same place where he remained three years. In 1874, he secured a position as oiler on the steamer *Argyle*, becoming second engineer of the same vessel the following season and he subsequently spent a year as engineer on the Port Huron & North Western railroad, at the close of this period entering the employ of the Detroit & Cleveland Steam Navigation Co., as oiler of the steamer *City of Detroit*. After one and a half year's service in this vessel he became second engineer of the steamer *Everett*, remaining on her for four years and

rising to the position of chief before he left. Following this he was chief of the William Chisholm three years, brought out the J. H. Wade new and ran her two years, and then in 1892, brought out new the Samuel Mitchell, on which he has been retained ever since. Mr. Clancey has been in the steamboat service on the American side of the lakes for nearly fifteen years, and during that time he has never been out of employment nor been compelled to ask for a situation, and the machinery under his care has never had a breakdown outside of port.

In 1888, Mr. Clancey married Miss Mary Dolan, of Cleveland. Their two children are named Harry and Ella Marie.

JASPER D. LUEHRS, engineer of the tug Thomas Monson, was born in 1867, at Cleveland, Ohio, and attended the public schools of his native place until he reached the age of fifteen years. He then went as fireman on the tug Patrick Henry, in the employ of the Smith line, later serving on the Gates, Amadeus and S. S. Stone. He then shipped as fireman on the steamer Wallula for a season, spending the following season in the Everett. In 1886 he received his license as engineer and in the spring of 1887 was appointed as such on the tug Enterprise, on which he remained two seasons, transferring from her to the tug Thomas Monson. After three seasons in this boat he was made second on the steamer Everett, but he closed the season on the Thomas Monson, on which he has since remained as chief engineer. Mr. Luehrs is a member of Amazon Lodge No. 567, I. O. O. F.

Mr. Luehrs married Miss Nellie M. Wing, and two children were born to them, Hazel M. and Arthur L. Mrs. Luehrs died February 26, 1893.

L. SLENO, a marine engineer of the first class, was born in Oakville, Ontario, June 20, 1850, son of Joseph and Eleanor Sleno. He removed with his parents to the United States in 1857, the family locating in Saginaw, Mich., where the father, who was a machinist, opened a shop which he conducted up to the time of his death, in 1879. The mother died in 1894. Mr. Sleno's oldest

brother, Talbert, is a practicing physician of Jackson, Mich. His other brothers are Charles and Samuel, the latter of whom is a millwright.

After a few years' attendance at the public schools Leonard Sleno, then a well-grown lad of thirteen years, enlisted, in January, 1863, in the Twenty-seventh Mich. V. I., his regiment being at that time incorporated with the Ninth Army Corps. He joined his command in the field, participated in the battle of Halls Gap and many skirmishes, and was with General Burnside at the siege of Knoxville, Tenn. After the siege was raised he crossed the Cumberland mountains with his regiment, which was afterward made a component part of the Army of the Potomac and took an honorable part in the battles of the Wilderness, Spottsylvania, Cold Harbor, North Ann River, and the operations before Petersburg. During the hottest part of the engagement at Petersburg Mr. Sleno received a serious and painful wound through the right shoulder which incapacitated him for further service, and from the effects of which he has never recovered. He was taken to the Howard hospital, in Washington, where he was confined four months, at the end of that time receiving his honorable discharge from the army on account of his wound, and returning home he again took up his studies at the public school.

In 1866 Mr. Sleno entered the employ of Mr. McKenzie, of Saginaw City, to earn the machinist's trade, afterward going to work in a blacksmith shop with his father. In the spring of 1868 he was appointed engineer of the tug Barleycorn, subsequently serving in the same capacity in various tugs on the Saginaw river—notably the Prairie Flower, Emma, Elizabeth White, Star No. 1, Challenge, Witch of the West, Fannie Tuthill and Kate Fletcher—until 1878, when he entered the employ of Capt. B. Boutell as engineer of the tug Dixon. He followed with a season in the tug Sol S. Ramage, and in the spring of 1880 was appointed chief engineer of the lake tug Ella Smith, running her four seasons and transferring to the Peter Smith also as chief engineer, holding that berth another

four seasons. In the spring of 1888 Mr. Sleno took charge of the steamer tug *Traveler*, formerly the *Chief Justice Fields*, and ran her three seasons. He then stopped ashore about a year to do repair work to the machinery of the line, after which he was appointed chief engineer of the large tug *Winslow*, retaining that position two seasons. In the spring of 1894 he was again placed in the *Traveler*, and after two years on her as chief, was transferred to the *Winslow* for two seasons. During the winter months of each year he is employed on repair work to the various tugs of the line and during the winter of 1897-98 he was engaged in overhauling the machinery of the notable tug *Sweepstakes*, which he takes charge of as chief engineer. By industry and thrift and the help of his wife Mr. Sleno has acquired quite a block of improved real estate in West Bay City, and a fine farm in Bangor township, about one-half mile west of town.

Mr. Sleno was married on December 23, 1871, to Miss Mary J., daughter of Robert and Hannah Hough. Their only daughter, Blanche, has attended the public schools of West Bay City, and graduated with the class of 1898. The family homestead is on the farm adjacent to West Bay City. Fraternally Mr. Sleno is a Master Mason, belonging to Winona Lodge, West Bay City; a charter member of the Marine Engineers Beneficial Association No. 27; a member of the Knights of the Maccabees, and one of the youngest members of the Grand Army of the Republic.

CAPTAIN HIRAM D. MOORE is a prosperous and enterprising citizen of Algonac, Mich., where he has at different times been engaged in the grocery and dry-goods business and he also erected a building and conducted a drug store successfully. He is a man of good business methods, and has acquired a handsome competency in real and personal property. Captain Moore is the son of Hiram C. and Orilla (Harkett) Moore, and was born in Rochester, N. Y., February 14, 1853, the family removing to Algonac, Mich., about the year 1856. The father sailed out of Algonac for a time in

the earlier days of his residence there, and before retiring from the lakes to enter business became mate of the *Planet*, *Comet* and *Orient*, the *Telegraph* being his last vessel. He was a man of sterling integrity and won the friendship and esteem of all who knew him. He died March 7, 1895, preceded to the grave by his wife, who passed away May 10, 1894.

Captain Moore received a public-school education, attending until he reached the age of fourteen years. He also went to school winters for some years after he commenced to sail, which was in 1867, his first berth being in the tug *Mayflower* as deckhand, with Captain William Ames. The next spring he shipped before the mast in the schooner *Lucy Orchard*, and he was also with Captain Day, in the old schooner *Burchard* one season. In 1870-71 he sailed the little barge *Jennie*. Then followed a period of several years during which he was wheelsman on lake tugs, notably the *Sweepstakes*, *Satellite* and *Champion*, with Capt. H. Ames. In the spring of 1878 he shipped as wheelsman on the steamer *Ella Smith*, serving two seasons in that capacity, after which, having taken out his license in 1879, he was promoted to the office of mate, holding that berth three seasons more. He came out as mate of the *Star of Hope* in the spring of 1883, and closed that season in the *Lowell*, in a like capacity, sailing in her again the following season. It was in the spring of 1885 that Captain Moore became mate of the steamer *Rhoda Stewart*, and four years later he was appointed master, sailing her for two seasons. In 1891 he stopped ashore and superintended the construction of the steamer *F. W. Fletcher*, in which he owned an interest, bringing her out new that season and sailing her until August, 1896, when he sold his interest and purchased a stock of groceries and dry goods in Algonac. He conducted that business successfully and also carried on a drug store in Algonac, for which he erected a substantial building, but in the spring of 1898 he disposed of his business interests ashore and purchased a steamboat which he purposes to put into a spe-

cial trade; it will doubtless prove remunerative, as he has the necessary business qualifications.

On January 21, 1880, Captain Moore wedded Miss Maggie H. Lyons, daughter of Harker and Hannah E. (Cummings) Lyons. Her father died September 22, 1887, her mother April 10, 1887, at the age of sixty-nine years. The family homestead is a modern built house on Water street, Algonac, Mich. Fraternally the Captain is a member of the Independent Order of Odd Fellows.

CAPTAIN WILLIAM H. WALLACE is a young steamboat master who has so far succeeded in keeping his vessel out of trouble and avoiding disasters, shipwrecks and other ills attendant on the shipmaster's life. He was born in 1861 at Lorain, Ohio, and attended the public schools of that city, passing into the high school. He then spent one year at Oberlin College, leaving there to enter the Spencerian Business College, where he took a full course, and graduated at the age of nineteen. Considering himself now equipped with an education that would qualify him for his chosen profession, that of master mariner, as it might be, he directed his energies toward acquiring the practical experience necessary in any calling, and in the spring of 1880, shipped before the mast in the schooner Thomas Gawn, remaining on her one season. In 1881 he transferred to the steamer Robert Wallace, on which boat he remained eight years, as wheelsman, watchman and second mate, being on this vessel in the fall of 1887, when she and the David Wallace went ashore near Marquette, Mich. The vessels remained in a very perilous position for the crews, from Tuesday morning until Friday noon, before they were taken off by the life-saving crew, and, added to the uncomfortable condition of the boats in zero weather, they were without food. In 1889 the Captain shipped as mate of the steamer Vulcan, which berth he held four years, when he was advanced to the captaincy of the steamer. In the spring of 1896 he was appointed master of the steamer Vega, which he laid up at the close of navigation,

and of which he resumed command the two following seasons.

Captain Wallace is a son of David and Martha Wallace, the former a prominent builder of lake vessels. In June, 1887, he married Miss Nellie Cunningham, of Clyde, Ohio. The home presided over by his charming wife is at No. 16 Duane street, Lorain, Ohio.

CAPTAIN C. H. WOODFORD is a son of Homer H. and Rosetta M. Woodford, who were at one time residents of Kelley's Island, Lake Erie, Ohio, and afterward lived on Catawba Island. The Captain was born on Kelley's Island in 1861, and attended the public schools until his nineteenth year, the last three years only during the winter season. He commenced sailing summers when he was seventeen years old as cook on the schooner Gilmore, going before the mast the last two months of the season. He then shipped on the scow S. B. Conklin before the mast for a season, and advancing rapidly was in 1880 appointed mate of the schooner H. D. Root. In 1881 he shipped as seaman on the schooners Theodore Voges, C. H. Johnson and J. F. Card, in turn, and the following season on the schooners Fayette Brown, Niagara and City of Green Bay. In the spring of 1883 he was appointed second mate of the Fayette Brown and remained in that position two years. In 1885 he became mate of the passenger steamer Louise, but finished that season as master of the tug Mystic. In 1886 he sailed the tug Bennett, on which he also commenced the following season, closing same on the tug Buffalo, which he continued to sail throughout 1888. The next spring he was appointed master of the steambarge Lowell, but closed the season in the same capacity on the Welcome. His next command was the schooner D. K. Clint, from which he again transferred to the Welcome, closing the season as her master, and resuming that command the following season, remaining on the Welcome until the close of navigation. In 1893 he sailed the tug Harris; in 1894 the steam barge Leland; in 1895 the steam barge Desmond; and in 1896 the steamer Argonaut, laying

her up at Marysville at the close of navigation.

Captain Woodford was married in 1885, to Miss Elva Tulison, of North Bass Island, Lake Erie, and they have two children: Roy Fayette and Ruth Genevrea. Socially he is an Odd Fellow and a member of the Ship Masters Association, carrying Pennant No. 761.

DAVID WALLACE was born at Loughreascouse, in the North of Ireland, in 1833, and received his education at the public schools of the city of Newtownards. He came to the United States in 1852 and located at Black River, now Lorain, Ohio. Up to the time of his leaving home Mr. Wallace had never earned a dollar; the legend does not say why, but upon his arrival in this country he immediately gave evidence of his indomitable energy and spirit of ambition. He went to work at once in a shipyard, and after a time associating himself with Messrs. W. S. Lyon and Thomas Gawn, they established a shipyard at Black River and commenced to build vessels. Mr. Wallace being a superintendent of quick comprehension, and an ambitious worker, the company launched a large number of vessels in a short time from the Black River shipyard, among them the schooner W. Scott, brig Queen of the Lakes, clipper Wing of the Morning, Leader, William Jones, Alice (which went to California), W. F. Allen, Rawson, Kate Lyons, Our Son, Grace Murray, Sumatra, and numerous others. Mr. Wallace occupied himself superintending government contract work at Buffalo, Detroit and Vermilion. He built the Daniel Clint, at Fremont, and the steamers J. H. Outhwaite and Robert Wallace, and schooner David Wallace, at Mr. Radcliffe's shipyard, in Cleveland. At Sandusky he built the schooner Pierson, which made a voyage to Europe and was sold. He also built some vessels at Huron and Milan, Ohio.

Although long past sixty years of age Mr. Wallace does not look a year over fifty, owing in a great measure to his iron constitution. He is a man of great firmness and decision of character, and is shrewd, thrifty

and prosperous. His discernment regarding the good qualities of a vessel appears to be intuitive, and mistakes are seldom recorded against him. He was instrumental more than any other man in prevailing upon the Cleveland Ship Building Company to remove their plant to Lorain, where space has been allotted for that purpose, together with ground sufficient to build a dry dock 500 x 100 feet, proving himself in this way to be public-spirited in the interests of the community which he represents. Mr. Wallace is manager of the Lorain Steamship Company, the Vega Steamship Company, and owner and manager of the Robert and David Wallace.

In 1859 Mr. Wallace was united in marriage to Miss Martha A. Gilmore, of Lorain. Their children are Capt. William H. Wallace, and Anna, now Mrs. James Hoyer. The family residence is on a farm in Black River township, one and one-half miles west of Lorain.

WILLIAM CARRICK, chief engineer of the steamer Keystone State, was born in Buffalo, N. Y., in the year 1852, son of Charles and Julia (Carley) Carrick. The father has been a fisherman the greater part of his life and still goes out in his small boats from Buffalo. The son also followed this occupation for six years after leaving school, and then for a season served as oiler on the steamer City of Traverse. The following season he shipped as second engineer of the steamer City of Grand Rapids, and he remained in that vessel four years, becoming chief engineer before he left. Then he was chief of the T. S. Faxton, the J. J. Morley and the Leland in turn, his term of service in the last-named craft being suddenly ended by the vessel burning to the water's edge and sinking while at her dock in Huron. The next season Mr. Carrick fitted out the tug Hercules and operated her engines until August, when he removed to Cleveland and finished the season in the propeller V. Swain. Following this he spent two years as chief engineer of the steamer Huron City, was in the Nahant and the George W. Morley during another season, and put in two years as engineer of the

tug C. E. Benham. The Benham experienced a very peculiar accident while he was employed on her. She ran out to the propeller Ketcham, which was towing the barges Aberdeen and Becker, and in some manner came into collision with the Aberdeen, which was next to the steamer. Being temporarily disabled, she drifted into the wake of the Aberdeen, and under the tow-line running to the Becker, and, as she was unable to extricate herself, the Becker hit her also and she lost the top of her cabin, her smoke-stack and her exhaust pipes, and received a general shaking up that proved disastrous, a member of her crew losing his life in the accident. The next season, 1895, Mr. Carrick became chief engineer of the steamer Keystone State, which position he has retained up to the present time.

In 1872 Mr. Carrick married Miss Isabel Bauld, of Buffalo, and they have four children: Hattie, William, Laura and David. One daughter, Julia, died in infancy.

ANDEM J. WILCOX, who is one of the best qualified engineers sailing out of Bay City, Mich., was born in Springfield, Oakland county, that State, May 25, 1847. His parents, Madison J. and Sarah (Andem) Wilcox, were natives of Rochester, N. Y., and New York City, respectively. As his mother died during his infancy our subject was left to the care of his aunt Harriet Powell until he reached the age of five years, when his father removed to Ovid, Mich., to locate on a farm which he owned, and took with him Andem, his two brothers, Smith M. and Louis H., and two sisters, Antoinette and Jeanette.

Andem J. Wilcox worked on the farm and attended the district schools until he was fifteen years old, when he made up his mind to go on the Great Lakes as fireman, with the object of becoming an engineer. The other members of the family tried to dissuade him, but all to no purpose, for he was a lad of much persistence, and his distaste for a life on the farm had much to do with his decision, which was at once carried out. In 1862 he went to Bay City, but not finding a steamboat ready for him he engaged in loading lumber on vessels. Being

of slight build he found that work too much for him and he shipped as deckhand in the steambarge East Saginaw at \$30 per month. He remained on her four months, and when refused higher wages returned to the docks to load lumber, soon after, however, shipping in the steamer Harry Bissell, in which he closed the season. In the spring of 1863 Mr. Wilcox shipped as fireman in the tug Union, owned by Mitchell & Kelley, and fired her four seasons. In 1867 he passed his examination and received Government license as engineer for 700-ton boats, and he shipped as engineer on the Little Eastern with Capt. L. Deland, remaining two months, when he was appointed engineer of the tug Sealey, in which he closed the season. The next spring he brought out the tug Witch of the West as engineer, holding that berth until August, when he was made second engineer of the steamer Esterbrook, with Chief William Bates and Capt. George Lester; he retained this position until 1873, when the steamer, under command of Capt. Martin Brigham, was wrecked while trying to make Fairport harbor in a northeast gale, all hands reaching shore in the yawl after much peril and exposure. Mr. Wilcox then joined the steamer Michigan for the balance of the season as second engineer. In 1874 he became second in the propeller Phil Sheridan, with engineer William McKettrick, Captain Cummings being master, and continued in that berth until June 25, when he was promoted to the position of chief engineer on the steamer St. Clair, of Ward's Lake Superior line. Before the close of the season the St. Clair was laid up in ordinary and Mr. Wilcox was transferred to the steamer Phil Sheridan as chief. On November 28, at four P. M., while eighteen miles up Lake Erie out of Buffalo, the Sheridan took fire amidships, burning so fiercely that the crew were separated and could not fight the flames successfully, being obliged to abandon her; she burned to the water's edge. The steamer Turner, which had been in their company up the lake, ran alongside the Sheridan and took the men off the forward end of the boat, Chief Engineer Wilcox and his crew succeeding in launch-

ing the yawl aft, the Turner picking them up also, and landing them at Detroit.

In the spring of 1876 Mr. Wilcox was appointed chief engineer of the propeller City of Fremont, of the same line, but in July transferred as second to the large lake tug John Owen, Robert Armstrong being chief. The Owen was laid up before the close of the season and Mr. Wilcox was transferred to the tug Livingston; when she was laid up he went on the tug Champion, and from her on the Satellite, in which he closed the season. The next season he was appointed chief engineer of the steamer J. P. Clarke, finishing same as chief on the lake tug Champion. In 1878, many steamers being laid up for lack of business, Mr. Wilcox accepted the position of second engineer in the old propeller Cuyahoga, which had been cut down and transformed to a steambarge for the lumber trade, staying with her until August, when he was transferred to the steamer George L. Colwell, on which he remained until the fall of 1881. The next year he joined the side-wheel steamer Metropolis as chief. In 1883 he was appointed chief engineer of the propeller Saginaw Valley, transferring to the tug Johnson, of Duluth, and closing the season as chief of the steamer Bell Cross. The following year he was chief of the steamer George L. Colwell, and then for three seasons engaged on the steamer White & Friant. In 1889 he was chief of the Luella Worthington, and after laying her up of the tug Mocking Bird. His next boat was the steamer Servia, which he engineered three seasons. Mr. Wilcox stopped ashore in 1893 and engaged in writing insurance for the Metropolitan Life Insurance Company. He also opened a grocery store, but being tendered chief engineer's berth on the lake tug George W. Parker, he left the grocery business in charge of his wife and ran that boat. In the spring of 1894 he was appointed chief engineer of the steamer J. P. Donaldson, which position he has held five successive seasons. Socially he is a Master Mason.

On March 14, 1877, Mr. Wilcox married Miss Clara E., daughter of Richard and Abigail (Bennett) Bather, of Detroit, Mich.,

and one daughter, Gertrude May, has been born to this union. Mr. Bather is still living in Detroit and is possessed of large property in real estate. Mr. Wilcox's father died at the residence of our subject in Bay City, in 1891, at the advanced age of eighty-four years. The family home is at No. 310 Nebobish avenue, Bay City, Michigan.

E. C. MILLER, under whose watchful care the big engines and the auxiliary equipment of the steamer Kalkaska were placed during the year 1896, has been a lake engineer since 1873. He was born in Lockport, N. Y., in 1854, the son of George and Jane M. (Johnson) Miller, and he has four brothers, all of whom are engineers. Stephen is in the Castalia; George lives in Port Huron; Thomas and James, the last named a locomotive engineer, are living in Valparaiso, Indiana.

Mr. Miller went on the lakes in 1872 as oiler on the steamer Dean Richmond, previous to which he had had considerable experience running stationary engines in the oil fields of Pennsylvania and Ohio. The following season he was second engineer of the tug Tawas; in 1874 he was in the engine room of the steam barge Henry Howard until June, then served on the A. A. Pack-er three weeks, closing the season in the George E. Brockway. He spent all the next season in the Brockway and then for two years was employed in the branch house of the Lake Erie Iron Company, in Detroit. In 1878 he was engineer of the tug William Goodnow; in 1879 he was with the propeller St. Joseph, and in 1880 he went one trip in the old steambarge Mayflower; was in the steambarge Iron Age until August, and finished the season in the side-wheel steamer Kewanee. The following season he was in the tug Brockway until she was sold, after which he was chief of the tug Gladiator to the close of navigation. In 1881 he was chief of the Bob Anderson and the steam tug Iron Age until fall, when he accepted the position of engineer with the East India Brewing Company, in Detroit. In 1884 he was chief of the tug J. W. Bennett, going to the Brush Electric Light Company's works in De-

troit on February 4, 1885, and remaining there as night engineer until February 8, 1887. That season and the next he was chief engineer of the *Champion*, in 1889 running the *Edward D. Pease*, and in 1890 the *Spokane*. During the season of 1891 Mr. Miller was connected in turn with the *Weston*, the *C. A. Baldwin*, and the *John B. Owen*, in 1892 with the *Kalkaska*; in 1893 with the *Canisteo* and the *Mark Hopkins*; in 1894 with the *Huron City*; in 1895 with the *Albert P. Wright*, and in 1896 with the *Kalkaska*.

PETER RASMUSSEN was born in Stouse, Denmark, April 21, 1853, and there attended the public schools. He worked on a farm until 1874, when he came to the United States, locating in Reese, Mich., where he remained three years. In the spring of 1877, Mr. Rasmussen entered the employ of John C. Liken & Co. as fireman on the passenger steamer *John C. Liken*, which plied between Bay City and Sebewaing, Mich. Two years later he transferred to the *Mary Martini*, owned by the same firm, and was also on her for two years. In the spring of 1882 he received his license as engineer, and was appointed to his old steamer, the *John C. Liken*, as chief, holding this berth one season, and in 1883 stopping ashore to run a stationary engine for the same firm; he continued thus for four years, being in all ten years in that employ.

In the spring of 1887 Mr. Rasmussen went to Bay City, where he entered the employ of Harry Shaw as engineer of the tug *Mildred*, closing the season on the *Kittie Smoke*. He put in two other years on the *Saginaw* river as engineer of the tugs *Willie Brown*, *Harley* and *V. H. Mundy*. In 1890 he went to Cleveland and ran the tug *John B. Griffin* for the Independent Tug line. In the spring of 1891, he was appointed engineer of the fishing steamer *Fred King*, operating out of Erie, Penn. In 1892 he engineered the fishing steamer *Loretta Inglesby*, and after she was laid up he made several winter trips as assistant engineer of the *Northern King*. In the spring of 1893 he returned to Cleveland and entered the

employ of the Vessel Owners Towing Company as engineer of the *Allie May* and *Dreadnaught*, closing the season on the *Tom Maytham*. His next berth was on the *Marguerite*, out of Fairport, from which he transferred the following spring to the tug *L. W. Knapp*, remaining on her two seasons. In the spring of 1897 he entered the employ of the Cleveland Tug Company as engineer of the *Ben Campbell*. He has eleven issues of license.

In 1879 Mr. Rasmussen was united in marriage with Miss Marietta Parker, of Grant township, Huron county, Mich. Their children are Georgie Muriel and Oscar Ralph. The family residence is at No. 1 Whitman street, Cleveland, Ohio. Fraternally Mr. Rasmussen belongs to the Marine Engineers Beneficial Association, the Knights of the Maccabees, and the Arbeiter Verein.

OLIVER E. DURRANT, a marine engineer residing in Port Huron, Mich., is a veteran of the Civil war, having served at the front during the entire period of his enlistment, three years, in the cavalry brigade commanded by General Custer. He was born in Battle Creek, Mich., on May 22, 1845, son of Samuel and Harriet (Wonsey) Durrant, who were natives of the State of New York and pioneer settlers of Battle Creek, Michigan.

Mr. Durrant acquired his education in the public schools of Marine City, leaving to enter the army. On September 11, 1862, he enlisted in the Sixth Michigan Cavalry, and participated with honor in all the numerous battles in which his regiment was engaged, the following list of encounters, carried upon its banners, fully testifying to their activity. The engagements in which they took part in 1863, given in chronological sequence, were at Hanover, Va.; Hunterstown; the brilliant cavalry charges at Gettysburg, which turned the tide of that decisive battle favorably to the Union cause; the affairs in the border State of Maryland, at Cavetown, Smithtown Boonesborough, Hagerstown, Williamsport and Falling Water; those occurring on the sacred soil of Virginia, at Snickers' Gap,

Kelleys' Ford, Culpeper Courthouse, Racoon Ford, Whites Ford, Jacks Shop, James City, Brandy Station, Bucklands' Mills, Stevensburg and Norton's Ford. In 1864 they were at Richmond during the cavalry raid, the Wilderness (two days), Dam Station, Yellow Tavern, Meadow Bridge, Mulford, Hawkes Shop, Travillian Station, Cold Harbor, Winchester, Front Royal, Leetown, Shepardstown, Smithfield, Berryville, Summit, Oppequan, Winchester, Luray, Port Republic, Mt. Crawford, Woodstock, Cedar Creek, Madison Courthouse; in 1865 at Louisa Courthouse, Five Forks (three days), Southside Railroad, Duck Pond Mills, Sailors' Creek and Appamotox Courthouse. At the close of the war the regiment was illegally sent out West, across the plains to Willow Springs, Dak., where they met the Indians in battle on August 12, 1865. It was on account of this uprising among several Indian tribes that the command was kept in service three months and twenty days over their term of enlistment by the arbitrary action of officials of the War Department, and Mr. Durrant did not receive his honorable discharge, at Jackson, Mich., until November 22, 1865, although he was mustered out of service at Fort Leavenworth, Kan., after the engagement with the Indians.

After his return home, Mr. Durrant went to work in the sawmill until the spring of 1867, when he shipped on the steamer East Saginaw as fireman, remaining one season. The next five years he engaged as fireman on the steamers Estabrook, Sanilac, and Belle of Oshkosh, a passenger boat. In 1874 he entered the employ of Mr. Barlow as engineer in a sawmill at Alpena, Mich., retaining that position two years. From 1876 to 1886 he was engaged in running stationary engines in Bay City and Marine City, and working in the shipyards. In the spring of 1886 he took out engineer's papers and shipped as second on the steamer Birkhead, holding that berth two seasons, and following with a season on the Sanilac. The next year he shipped in different steamers, and in 1890 went as second of the new steamer Newago. In 1891 he was chief engineer of the Port Huron & Sarnia ferry steamers O. D. Con-

ger, James Beard and Grace Dormer, respectively. The next spring he was appointed engineer of the tug Dan Reynolds. In the spring of 1893 he joined the tug W. L. Jenks, which he engineered five seasons, laying her up at the close of navigation in 1897. He is a member of the Marine Engineers Beneficial Association and the Grand Army of the Republic.

Mr. Durrant was married on December 6, 1866, to Miss Harriet, daughter of Hiram Lamphere, of Baltimore Station, and three children were born to this union: Grace J. (now the wife of George Montgomery), Henry C. and Oliver E. The family homestead is at No. 1503 Howard street, Port Huron, Michigan.

JOHN BRODERICK was born at Black Rock, Buffalo, N. Y., in 1849, and acquired his education in the public schools. He entered on his lakefaring life in 1863 as cabinboy on the passenger steamer May Queen, plying between Cleveland and Detroit, finishing the season on the B. F. Wade. In 1864 he shipped as oiler on the same boat and held the berth two seasons, in the spring of 1866 going as oiler on the propeller Illinois. In 1867 he took out engineer's papers and was appointed second engineer of the river tug Stranger, following this service by two years on the tug Masters and one year on the tug Kate Moffat in the same capacity. In the spring of 1871 he was appointed chief engineer of the tug Gladstone, retaining that position two years, and in 1873 transferring to the tug Thomas Quayle, which he also ran for two seasons. In 1875 he was made chief engineer of the wrecking tug Prince Albert. In 1876 he took charge of the machinery of the steamer Jarvis Lord, but finished the season as chief on the propeller Fairbanks, taking her out again the next season. In the spring of 1879 Mr. Broderick brought out new the steamer Samuel Mather, the following season, transferring to the Horace B. Tuttle, and in 1881 he was made chief engineer of the steamer Henry Chisholm. In 1882 he entered the employ of the American Boiler Insurance Company as inspector of boilers, and continued with them two years. In

the spring of 1884 he took out the John Gregory; in 1885 he took the steamer Henry Chisholm as chief engineer, remaining on her three seasons; in 1888 he was chief engineer of the propeller Oregon; in 1889-90 chief engineer of the steamer J. C. Gilchrist; in 1891 chief of the V. Swain; in 1892-93 chief on the steamer St. Paul; in 1894-95 chief of the Rhoda Emily; in 1896 chief of the St. Paul, laying up this boat at the close of the season.

In 1872, at Marine City, Mich., Mr. Broderick was wedded to Miss Flora McDougall, of Wallaceburg, Ont., and one son, Laughlin Bernard, was born to this union.

T. H. CANDLER was born in Detroit, Mich., February 17, 1863, and has always resided there. He is the son of Homer W. and Emma (Ellard) Candler, natives of England, the former of whom is a member of the firm of H. & J. Candler, who are well known as real-estate and vessel owners of Detroit. Mrs. Candler died May 14, 1890, in that city.

At the age of fifteen years Thomas Candler left school and entered the Detroit City Iron works, where he spent five years learning and working at the machinist's trade. At the end of this time he shipped on the Chauncey Hulburt as second engineer and remained three seasons in that position, after which he spent the same length of time as chief engineer. The following season he acted as chief of the Manola, of the Minnesota line, and then was engaged for two years as foreman in the Eagle Iron Works, upon leaving which employ he went to Marquette and became foreman in the Lake Shore Iron Works for about thirteen months. He was next employed to superintend the building of the electric road between Negaunee and Ishpeming, and on his return to Detroit he took charge of the D. E. Rice machine shop for a time, following which he went on the steamer M. M. Drake as chief engineer. He served only part of a season, however, coming to the power house of the Detroit Railway Company, where he has since remained as assistant engineer.

On June 20, 1891, Mr. Candler was

married to Miss Florence Bice, of Detroit, a daughter of James Bice, who during his lifetime was a marine engineer. Mr. and Mrs. Candler have had three children: Edith Ellard, born in September, 1892; Russell Gordon, born in January, 1894; and Marjorie Bice, born in January, 1895. Mr. Candler is a member of the A. O. U. W. and the Engineers and Mechanics Club of Detroit, serving as secretary in the last named fraternity.

CAPTAIN JOHN STONE, who owns and commands the schooner William Stone at the present time, was born October 29, 1865, at Detroit, Mich. He attended the public schools of his native city until his sixteenth year, when he began marine work, to which he has since devoted his life. His first experience was on the Lillie Dale, running from Kelley's island to Detroit, of which he acted as steward two years, and he then commanded the F. B. Speck, on the same route, remaining in her three seasons. His next berth was that of mate on the J. M. Spaulding, on which he remained for two years, and when she was sold he shipped on the Jewett four seasons, after which he acted as quartermaster on the Bay City, Susquehanna, Milwaukee and New York, and on the Steriko as wheelsman. Returning to the schooner John Jewett, he acted as mate for part of a season, finishing on the schooner Irene as master, and he served the four seasons following as master of the Jewett. After acting as master on the schooner Irene about six months he purchased the William Stone, which was built in July, 1896, and became master of her. In August of the same year he began to sail her and throughout the year carried general merchandise.

Captain Stone is a single man. He is the son of Capt. Moses and Eliza (LeMere) Stone, both natives of Detroit, the former of whom was a vessel owner and master for about forty years.

JOHN W. CARTER, of Detroit, was born in that city July 14, 1873, and there he has lived the greater part of his life. He received his education in the Detroit public

schools, and when fourteen years of age entered the Eagle Iron Works, where he served an apprenticeship to the machinist's trade. He subsequently commenced sailing, serving one year each on the *Manola*, *Fessenden*, *B. S. Kirby* and *Harvey H. Brown*, as oiler, and during the next season he acted as second engineer on the *M. M. Drake*. In 1896 he served in the same capacity on the *Harvey Brown*. Mr. Carter is a member of the *M. E. B. A.*, and he is well-known among the members of that body as a young man whose knowledge of marine work has been gained through experience, and whose success in the past is the best of reasons for predicting his success in the future.

Mr. Carter is one of the family of five children born to Richard and Belle (Searle) Carter, the former of whom, a native of Detroit, spent many years of his life as a marine engineer and at the present time is in Chicago, employed by the Chicago Shipbuilding Company. Mrs. Carter, who was born in London, England, died June 14, 1890. Of the family, John W. is the eldest; Andrew E. is a salt-water sailor, now engaged near San Francisco; Richard H. is a sailor on the lakes; Daniel H. and Edward W. are in school in Chicago; Hattie M. was born February 2, 1889, and is attending school in Detroit at the present time.

JOHN MARTIN, deceased, was born in County Antrim, Ireland, December 15, 1824. He came to America with his parents, who located in Montreal, Canada, and there he learned the shipbuilding trade, attending school at night. After remaining in that shipyard two years he went to French Creek, N. Y., thence to Detroit, Mich., and finally, in 1843, to Cleveland, Ohio. Soon after his arrival in the latter city he entered into partnership in the shipbuilding business with Mr. DeGrote, and later with Mr. Thomas Quayle, under the firm name of Quayle & Martin. The vessels built by this firm were acknowledged to be among the best on the lakes, and many of them are still in existence, although the firm was dissolved April 15, 1873, by

the death of Mr. Martin, after an uninterrupted business career of a quarter of a century.

One of the shipbuilding firms of which Mr. Martin was a member was deeply in debt, but owned the brig *Cortland*, in which he had an interest. Mr. Martin took the brig and sailed her until the indebtedness was reduced to about \$2,500, when he sold her and dissolved the partnership. After jobbing and acting on surveys for a number of months he built the brig *John G. Deshler* for Messrs. Handy, Warner & Co., the profit on which permitted him to enter into partnership with Thomas Quayle. In 1858 this firm loaded the brig *John G. Deshler* and the bark *D. C. Pierce* with staves for Liverpool, Mr. Martin taking charge of their freightage as supercargo. The venture was successful, and the following year he took over two other cargoes in the same vessels, selling one in Cork and the other in Glasgow. Thus began the exodus of lake vessels to the ocean, and six built by Quayle & Martin plied on salt water with good success. Among the vessels built by Quayle & Martin, the following are still in existence: Steamers *Raleigh*, *Arizona*, *B. W. Blanchard*, *City of Fremont*, *City of Traverse*, *Cleveland*, *Joseph S. Fay*, *Fayette*, *Sweepstakes*, *Wallula*, *Scotia*, *Verona*, *W. L. Wetmore*, and *Winslow*, and the schooners *Ahria Cobb*, *Kate Darley*, *D. P. Dobbins*, *F. W. Gifford*, *D. R. Martin*, *John Martin*, *Maria Martin*, *J. M. Hutchinson*, *J. G. Masters*, *Parana*, *Mary E. Perew*, *Thomas Quayle*, *Nellie Reddington*, *St. Lawrence*, *Sweepstakes*, *S. J. Tilden*, and *Nelson Bloom*.

Mr. Martin was well known in Cleveland and was one of the oldest and most respected citizens of that place. For nine years he represented the Ninth ward in the city council, and shortly before his death he was popularly mentioned as a candidate for the office of mayor. He was a faithful and efficient member of the council, always having the interests of the city at heart and ever working for its improvement and progress. He was a strong force on committees and accomplished much good in his official character. The following testimonial

from Mayor Pelton to the city council would seem to be appropriate in this volume: "The sad intelligence of the death of your colleague, our esteemed fellow citizen, John Martin, has already reached you, and this communication is sent to you to suggest that some appropriate action be taken expressive of his character as a citizen and his services as an officer, and that such action be spread upon the journal of the city council as a memorial of your regard. I am confident that in your judgment he has deserved the highest esteem of his associates and the entire confidence of his constituency." At the time of his death the city flags and the bunting on the vessels in the harbor were flying at half-mast in his honor and the city council in a body followed his remains to their last resting place.

His public life was blameless. His views of the public policy were progressive, though he was not prodigal in spending the people's money. If he ever deviated from the line of rigid economy it was in obedience to that sentiment of charity which seemed to pervade his whole nature. Not less estimable was his life as a private citizen and business man. He was upright, just and honorable; in manner simple and unassuming; ever ready to forgive and forget an injury, always remembering a kindness and never letting a favor go unrequited. He had the goodness of heart to make his employes feel that he meant to deal generously with them, for he had known himself what it was to do the work of a laborer, and he was in all respects a self-made man. His industry was untiring in that department of business which he pursued and the firm of which he was a member, all the more prosperous for such industry, was a source of constant growth to the business, population and fame of Cleveland. His diligence in the course of twenty-five years raised him to the proud position of one of the first shipbuilders in the land and reflected honor upon himself and the city of his adoption. During the years that he was engaged in shipbuilding he acquired, by close attention to business and good management, considerable prop-

erty. He left a wife and three children well provided for: James H., Maria A. (wife of Wallace Wright, a banker and vessel owner) and Mary E. (wife of George H. Hutchinson, lumber dealer).

PETER FINNEY is a marine engineer who enjoys great popularity among the members of the Marine Engineers Beneficial Association and at this time is president of the Port Huron Lodge No. 43, elected to serve during the term of 1898. He is a man of fine physique, over six feet tall and quite portly. Mr. Finney is a native of Scotland, having been born in Edinburg on December 24, 1858, son of Peter and Margaret Finney, who were taken home to join the silent band when he was but a young child, leaving him to the care of kinsmen. He acquired a liberal education in the schools of Edinburgh, and in 1870 took passage on a steamer for America, landing at St. John, N. B. He passed a year in travel, visiting different members of his father's family in Boston, Mass., Rutland, Vt., Albany, N. Y., and Buffalo. In the spring of 1871 he found employment on one of the steamers of the Union Steamboat Company. The next year, being a tall, well-grown lad, he shipped as fireman on the steamer Kearsarge, closing the season in the same capacity on the George L. Dunlap. In 1873 he shipped on the steamer Milton D. Ward, remaining three seasons, and followed with a season on the lake tug Quayle. In the spring of 1877 he entered the employ of the Moffat Tug line, and fired on the lake tug Mocking Bird two seasons, transferring to the Frank Moffat in 1879. That fall he took out a marine engineer's license and joined the big tug W. B. Castle, owned by B. B. Inman, as second engineer, soon receiving advancement to the position of chief, which berth he has held eighteen years all told. The Castle is stationed at Duluth harbor and is principally engaged in wrecking and raft towing. She was rebuilt in 1897 at considerable cost, and Engineer Finney is well pleased with her machinery.

Besides serving as president of the Marine Engineers Beneficial Association at Port Huron, Mr. Finney has held the office

of chaplain for about ten years. He is also a Master Mason and a member of the Knights of the Maccabees. Mr. Finney was united by marriage on April 2, 1884, to Miss Minnie Ross, daughter of Henry Ross, of Chatham, Ontario. They reside at No. 724 Pine street, Port Huron, Michigan.

GEORGE E. CUNNINGHAM was born September 29, 1852, at Hamilton, Ontario, the son of Patrick and Elizabeth (Schunk) Cunningham, natives of Scotland and Germany, who died in 1855 and 1856, respectively. He lived at his native place only a short time, however, removing to Toronto, where he remained until he was about six years of age, and upon leaving that city he lived for several years on a farm near Chatham, Ontario. He then entered a sawmill at Ridgetown and learned the engineer's trade, continuing to work here for four years, during the summer. He was next employed in Park's machine shop, in Chatham, for a time, after which he entered a sawmill at Thamesville and spent three years as engineer. He then filled the same position in a woolen mill at Weston, Ontario, one year, at the end of that time coming to Marine City and shipping on the steamer Mary as second engineer. Upon leaving this boat he served in the Ballantine one season, and later was given the position of chief engineer on the Sakie Shepard, also spending three seasons on the yacht Lelia, owned by Grosse Point Navigation Company, during the winters he was employed in the Fulton Iron Works. Mr. Cunningham was engaged the next two seasons on the Lewis Pahlow, one on the John Owen, and one on the Seattle; returning to the Duluth Lumber Company he served another two years on the Lewis Pahlow, and then came to the yacht Rosalee B., owned by White & Walker, of Detroit. Mr. Cunningham is well acquainted with all departments of his work and has held several responsible positions to the satisfaction of his employers, by whom he is recognized as a first-class man in his line.

In 1883 Mr. Cunningham was married to Miss Florence Robertson, of Marine City, the daughter of Capt. William H. Robertson, a well-known vessel master, Mr. and

Mrs. Cunningham have two children: Ross R. and Edward A., who are attending school at the present time.

CAPTAIN B. F. WILLIAMS is a descendant of Rachel Nugent, who was captured by the Huron Indians when they were in force in the counties of Lucas, Ottawa and Sandusky, Ohio, and the history of his ancestors is filled with such incidents and adventures as we find in Cooper's Leather Stocking Tales. The Indians also captured others of the Williams family, and after a time became so much attached to them that when they removed, with the course of empire, west, the captives received a deed of their reservation on buckskin parchment, which is said to be on file in Washington. This deed conveyed to the Williams, Nugent and Stewart families a tract of land comprising twenty square miles.

Captain Williams is a son of Capt. Lewis D. and Betsey A. (Lomez) Williams, and was born in Fremont, Ohio, June 12, 1851. He attended the public schools of his native town, graduated from the Sandusky high school, and for two winters was a student at a school of navigation in New York. At the age of eighteen years he left home and shipped on the old barque Pearson, Capt. John S. Parsons, out of Sandusky, loaded with lumber and staves and bound for Liverpool. She made a good passage and return, but some time afterward was lost on the banks of Newfoundland. The following spring he shipped with Capt. P. H. Findlay, on the brig Eliza R. Turner, remaining on her three seasons, and in the spring of 1872 he sailed as wheelsman on the schooner General McClellan. For five years afterward he held the berth of mate on the O. Wilcox, transferring to the J. Emery Owen, on which he remained two years in the same capacity. Dr. Warner, of Alexandria Bay, then appointed Mr. Williams master of the yacht Olive, which he sailed about two years, until she was destroyed by fire at Perrysburg, Ohio. He then went to Lake Superior and for one season sailed the yacht Romona for Messrs. Hall and Buell, of Phisky Bay, the next season serving as master of the steamer

Transfer. On one trip he had a cargo of sixty railroad cars, two switch engines and two locomotives, the latter weighing 125 tons each, from L'Anse to Huron Bay for the Huron Bay & Iron Mountain railroad; this is a cargo considered by all masters as very hard to handle. Subsequently he sailed in different capacities in various tugs and steamboats until 1893, when he shipped as mate with Captain Fitts in the powerful tug Schenck, from her going to the side-wheel pleasure steamer Pastime, as mate. In the spring of 1895 Captain Williams entered the employ of Homegardner & Son, of Sandusky, and was appointed master of the steamer Nicolet, in 1896 becoming mate of the steamer Frank E. Kirby. He then took his old berth as mate on the pleasure steamer Pastime with Captain Fitts. He has fourteen issues of master's papers. Captain Williams has been instrumental in saving several lives from the water, among them that of a little girl, during a high freshet at Fremont.

Captain Williams was united in marriage to Miss Sarah Buck, and three children have been born to them: Burt E., who is engineer on a naphtha launch, on which he made a trip to New Orleans by way of the Ohio and Mississippi rivers; Irissie D. and Ida E., both attending school. The family residence is at No. 214 Oak street, East Toledo, Ohio. The Captain is a member of the Ship Masters Association and holds Pennant No. 1036. He also belongs to Harbor No. 43, American Association of Masters & Pilots, the Odd Fellows Fraternity, and the Junior Order of American Mechanics.

CAPTAIN DAN KELLEY is a typical sailor, having a thorough knowledge of everything pertaining to marine affairs and being possessed of that jovial disposition which is so characteristic of those who direct the course of the craft engaged in our marine commerce. He has sailed the lakes since his eighteenth year and during that time has made a large circle of friends and acquaintances.

Captain Kelley was born in Detroit February 3, 1858, son of Daniel and Julia Kelley, natives of Ireland, both of whom are

now deceased. He has always resided in his native place, and commenced sailing out of that port, going first on the Kewaunee, running to Lake Superior, on which boat he spent the season as porter. From her he transferred to the Marine City where he served in the same capacity two years, and after acting as wheelsman and watchman on the Vulcan, William Cowie and Westford, he came, in 1882, to the new Manistique, where he held the position of mate. He afterward served in the same capacity on the D. W. Powers, Sitka, Marina, C. Tower, Jr., and Kalyuga, and he was finally given command of the Sakie Shepard, which berth he held three seasons. After this he sailed the barge John E. Potts one year and during 1896 commanded the T. D. Stimpson. Throughout his entire experience as master Captain Kelley has had no shipwrecks or accidents of a serious nature. He was on the Vulcan, however, when she rescued the passengers from the burning Marine City, and upon his return to Detroit he received a gold medal and watch from the citizens for services rendered.

Captain Kelley was married December 3, 1886, to Miss Olive Osborn, of Detroit.

CAPTAIN JOHN W. STALKER was born at St. Mary's, Ontario, in 1855, the son of Donald and Bessie Stalker. He has four brothers who are officers on lake vessels—Captain Duncan, Captain Daniel (of the schooner Golden Age), Captain Andrew (of the schooner Massasoit), and Archie (chief engineer of the tug Thomas Maytham, at Buffalo, New York).

Capt. John W. Stalker acquired his education at the district schools of his native place, working on his father's farm in the meanwhile. He commenced his life as a sailor on the fishing tugs out of Bayfield, Ontario, remaining in that business four years. In the spring of 1876 he shipped before the mast on the schooner Harvey Bissell, and in 1877 was on the schooner Marion W. Paige, finishing the season on the J. A. Bailey, on which he continued until the fall of 1879. The following season he was appointed mate of the steamer

William Chisholm, and in 1881 second mate of the steamer Itasca, but finished the season on the William Shupe. In 1882 he was made master of the tug Mary Day, operating out of Cheboygan, Mich. His next boat was the fishing shack Telephone, which he sailed three years. In the spring of 1887 he was appointed second mate of the schooner Delaware, finishing the season on the large tug River Queen. The next season he sailed the tug Mary Day, and for the two succeeding seasons was on the tug Jessie Enos, as master. In 1891 he brought out new the tug Louisa, sailing her two years. In 1893 he took the tug Marguerita, which he sailed until in September, 1895, he was appointed master of the tug Helene, operating out of the port of Cleveland; he held the same berth in 1897.

In 1883, Captain Stalker was united in marriage to Miss Sarah Robb, of Gault, Ontario, and five children, Lola E., Everett D., Clarence A., Bessie and Charles, have been born to this union. The Captain is a member of the Independent Order of Foresters.

JAMES A. SOUTHGATE, one of the prominent engineers sailing out of Port Huron, and an honored member of the association, was born at Penarth, Wales, in November, 1857, the son of Henry and Mary A. (Lewis) Southgate. His parents dying while he was but a small lad, he went to live with his uncle, James Lewis, who looked after his education, which was acquired at Bristol, England. He came to America with his uncle, landing at Quebec, where they remained a short time. Business affairs called Mr. Lewis to the West in 1871, and they took passage on the Chicago & Northwestern railroad to Tip Top, which was then the terminus of that road. On their return they located at Orrilla, Canada, where Mr. Southgate went to work with his uncle, to learn the plasterer's trade, serving an apprenticeship of three years. In 1875 he entered the employ of Tudhope Brothers, and learned the hardware business, remaining with that firm three years. In the winter of 1878-79 he went with a Canadian

Government survey party on free grant lands in Northern Canada, their duties taking them as far north as Lake Nipissing, or Height of Land.

In the spring of 1879 Mr. Southgate came to the United States, locating at Port Huron, Mich., out of which port he shipped on the steamer Sanilac, as fireman; he remained on her two seasons. During the season of 1881 he fired on the steamer Maine, following with a season on the Henry Howard in the same capacity. In the spring of 1883 he took out a marine engineer's license, and was appointed second engineer of the laketug River Queen, the next season serving as second on the James Reed. During the two seasons he was on the large wrecking tugs William A. Moore and Martin Swain many difficult jobs of wrecking were performed successfully, among which was the release of the steamer Albany, ashore at Bois Blanc island. His next berth was that of second engineer on the steamer Nelson Mills, but in July he was promoted to the position of chief engineer, and continued in charge of her machinery for six consecutive seasons. In 1891 she struck a rock in Lake Michigan and sunk, the crew being picked up by the passenger steamer Hunter; the Mills was raised and repaired. During the seasons of 1894-95 Mr. Southgate was chief engineer of the steamer S. C. Hall, and in the spring of 1896 he shipped with Capt. William E. Rice as chief of the steamer Rhoda Stewart, on which he has since been retained. On May 23, 1896, one of the flues in the boiler of the Rhoda Stewart collapsed, scalding three men to death. Mr. Southgate had turned in off watch and the circumstance saved his life.

Socially, Mr. Southgate is a member of the Marine Engineers Beneficial Association, in which he has filled the office of recording secretary six years, and corresponding secretary one term. He is also a member of the beneficial orders of the Royal Arcanum and Maccabees. On April 14, 1880, he was united in marriage to Miss Mary E. Oag, daughter of James and Mary A. (Jordan) Oag, of Hamilton, Ontario. Their children are Albert E., James E., William R. and Blanche E. The family

reside at No. 1911 Seventh street, Port Huron, Michigan.

CAPTAIN CHARLES K. JACKSON, an honored and highly esteemed citizen of Algonac, Mich., was born in that place September 27, 1837, son of Michael and Elizabeth (Kimball) Jackson. His father, who was a pioneer of St. Clair county, was born in the West riding of Yorkshire, England, in 1805, and came to the United States with his parents in 1818, locating near Batavia, N. Y. He lived at home until 1830, when he married Miss Elizabeth Kimball, the next year coming to Ann Arbor, Mich., and thence to Point du Chien, on the St. Clair river, where he worked at his trade. In 1837 he finally located in Algonac, following the shoemaking business there until his health failed him. In the meantime he had built for himself a homestead on the site now occupied by the "River View Hotel," and in 1853 he transformed it into a hostelry for travelers, which he conducted successfully for thirty years, the last ten years as a temperance house. During the Presidential campaign of 1828 he supported General Jackson, and he voted the Democratic ticket throughout the balance of his life. He was a cash subscriber to the *Detroit Free Press* for over forty years. He had no experience as a mariner, but he was the first keeper of the first lighthouse on St. Clair Flats. Although averse to holding political office, he served two successive terms as president of the village council. Mr. Jackson died in Algonac September 27, 1883, full of honors, after an illness of but a few hours, leaving a widow, who is still living at the age of ninety-three years, and four children. He led an upright, consistent life, and bore the character of a generous and honorable man, and his children have inherited his remarkable virtues.

Charles K. Jackson, after attending the public schools until he was fourteen years of age, adopted the life of a sailor, first shipping on the steamer John Owen, of which he served as cabin boy for three months, when he stopped ashore and went to work in a sawmill. In 1852 he again joined the John Owen, this time as deckhand, but after two weeks he was promoted to the

berth of wheelsman, holding same all season and following with a season in the same capacity on the lake tug Pilot. He was then promoted to mate's berth on the side-wheel steamer Emerald, afterward sailing as such in the lake tugs Kate Moffat, William B. Castle, George E. Brockway, Red Erie, propellers Allegheny and Salina, lake tugs Quayle, Satellite, Sweepstakes, Champion and I. U. Masters, which was the last tug in which he sailed. In the spring of 1878 Captain Jackson shipped as mate in the steamer Belle Cross, stopping ashore after three months to help rebuild the propeller Montgomery, converting her into a tow-barge and sailing her as master for thirteen years. She was sold in the fall of 1891, and the Captain then took command of the schooner Antelope for a season. The next spring he became master of the schooner Bottsford, sailing her three seasons, and during the seasons of 1896-97 he sailed the barge G. K. Jackson, owned by his brother, after whom she was named. In the spring of 1898 he was appointed master of the steamer Nellie Torrent, owned by his eldest son, George D. Jackson.

During the war of the Rebellion Captain Jackson enlisted in May, 1864, in Company E, Twenty-second Mich. V. I., and was discharged in June, 1865, serving his country about one year. His regiment had been assigned to the Western army, and was serving under General Thomas when he joined it at Nashville; they wintered in Chattanooga, where his company and Company E, of the Ninth Michigan, were detached and placed on police and camp duty. The Captain was also one of sixteen men detailed from the company as railroad train guards to keep the lines of communication open, and they were later placed on the river transports Kenesaw and Chickamauga, with like duties to perform. After the capture of Atlanta his company was placed as guard over the prisoners confined there, and it was said that the Captain realized much satisfaction in guarding the people against escape who had so recently been on guard in the same place over the prisoners taken from his own side. After he rejoined his regiment and General Thomas had returned

to Franklin, Tenn., Captain Jackson was detailed as mail carrier between that city and Nashville, performing that duty satisfactorily for three months.

Captain Jackson was united in marriage to Miss Eleanor M. Pangburn, daughter of Zadoc and Elizabeth (Brown) Pangburn. Zadoc Pangburn was an old-time ship-builder, and constructed the *Sultana*, *Fashion*, *America*, and *Congress*, the last-named, built in Algonac to the order of Gurdon and Chester Kimball, uncles of Captain Jackson. Mrs. Pangburn was a daughter of William Brown, one of the first early settlers on the St. Clair river. The following named children were born to Capt. and Mrs. Charles K. Jackson: George D., William P., Charles Curtis, Elizabeth J., Mary Charlotte (wife of Capt. J. W. Randall) and Nellie Anna. The eldest son, George D., born December 16, 1862, went to Bay City when fourteen years of age to work for his uncle at a salary of \$8.00 per month; as the years passed this was increased until he commanded \$2,500 per year as lumber inspector and later started in business on his own account; he now owns the steamer *Nellie Torrent*. He has been elected to fill the office of mayor of Bay City two successive terms. His wife was Miss Imogen Anderson. William P., the second son, married Miss Martha Allen; he died February 19, 1892, at the age of twenty-eight years. The third son, Charles Curtis, is now master of the schooner *Celtic*; he married Miss Margaret Dubeau. Captain Jackson's grandchildren are Curtis M. Jackson and George Jackson Randall. The family homestead is in Algonac, Mich. Fraternally the Captain is a member of the Grand Army of the Republic and the Ancient Order of United Workmen.

CHARLES A. FITTS, one of the most reliable pilots of the beautiful *Maumee*, was born in Toledo, Ohio, in 1872, son of Capt. Albert S. and Lizzie (McDonald) Fitts. He is a young man of magnificent physique, a little above the average height, a pleasant speaker and a good companion. His muscles are like iron, and he is a strong swimmer and an athlete in every sense of

the word. Mr. Fitts acquired his education in the public schools of Toledo and made good use of his time, although he was constantly dreaming of the life on the lakes which he purposed to follow. In the spring of 1886, after leaving school, he shipped on the steamer *Monohansett*, as wheelsman, and after serving one season in this capacity he joined the United States revenue steamer *Commodore Perry*, as able seaman, remaining on her eighteen months; during this time he acquired a good nautical experience. In the summer of 1889 he shipped as pilot on the steamer *Pastime*, which his father sailed out of Toledo to Presque Isle and other resorts, continuing in this berth two years, and in 1891 he went on the powerful tug *Schenck* as pilot. After a service of two years on that boat he returned to his old berth on the *Pastime*, which he is still piloting between Toledo and Presque Isle at this writing.

Mr. Fitts has had many interesting adventures in his lifetime, and it will not be out of place to mention some of them here. In the fall of 1888 while he was filling the berth of wheelsman on the steamer *Wokoken*, at Ashland, Wis., a squall capsized a small boat and spilled a young man and woman into the lake, the accident occurring about two hundred yards away from the propeller. The young man made every effort to save himself and left the girl to perish, but Mr. Fitts jumped overboard and rescued her. Later, while on the hurricane deck of the steamer *Pastime*, passing down the river, he saw a boy fall off the dock into the stream. He jumped overboard in a moment, swam to the young fellow, who was near his last breath, and conveyed him ashore, where he was resuscitated. His next effort in the life-saving line occurred shortly after at the foot of Jefferson street, Toledo. Three young men were out in a small yacht, and on trying to round to, the boom swung and swept one of them overboard. As none of the men were practical sailors they did not know how to come to, and the yacht, therefore, kept on its course, leaving the unfortunate struggling helplessly in the water. Mr. Fitts swam out to the young fellow and succeeded in land-

ing him on the deck of the Pastime, where the pump was applied and he recovered.

In the fall of 1896, after laying up his boat, Mr. Fitts made a pleasure trip to Madison, Ind. One day while hunting in the woods about seven miles from town, he heard cries for help, and on looking out over the Ohio river he saw a skiff capsize with two girls. Realizing their danger he threw off his clothing and swam out to their rescue, reaching them just as one of the girls was going down for the last time, to death; he dived for her, and succeeded in reaching the boat; her companion had supported herself by taking hold of the skiff, and they all floated down the river with it. In the meantime Mr. Fitts' friend, who was with him in the woods, ran down the river and procured a boat, with which he intercepted the unfortunates, but there was so much sea on that they could not get the girls on the boat for danger of capsizing, and Mr. Fitts acted as a link between the two boats while his companion rowed ashore, landing on the Kentucky side of the river, where all were cared for. He is a strong swimmer and these episodes have served to make the Toledo people think highly of him. He is considered the strongest man in that city, and he has had many friendly contests in bouts of strength. He plays with bar dumb bells weighing 210 pounds and can use some weighing 95 pounds, one in each hand, putting them up for fifteen minutes. He is also a champion jumper at five and one-half feet high, and at twelve and one-half feet for a flat jump.

Mr. Fitts wedded Miss Dollie Mullinix, daughter of G. W. Mullinix, of Toledo, and they have one son, Lester Roy. The family residence is at No. 623 Oliver street, Toledo, Ohio.

CAPTAIN JAMES E. DAVIDSON is possessed of great determination, energy and self-reliance, and is thrifty and industrious. He was born in Buffalo, N. Y., in 1841, a son of Joseph and Elizabeth (Smith) Davidson, natives of Scotland, who came to the United States in 1828, locating at Buffalo. The father was a stone contractor and was awarded the contract by the Government to

build the first piers at the harbor in Buffalo, in which city he continued in active business for upward of twenty years. Both he and his wife departed this life in 1852, leaving three children: James, Elizabeth, who married John Bell, a merchant of Victoria, New South Wales, and Ellen, who became the wife of William Starkey, a well-known vessel owner of Ashtabula, Ohio.

James E. Davidson was only eleven years old when his parents died and of necessity he became self-supporting. He always had a desire to become a sailor, and when but a small lad established a ferry across the river at Buffalo, a year later commencing sailing on the lakes and soon becoming a thorough and reliable seaman. At the age of seventeen he became second mate and two years later was appointed master, meanwhile continuing his studies in the Buffalo public schools in winter, and taking a course at Bryant & Stratton's Business College. About the year 1862, Captain Davidson left the lakes and went to the Atlantic ocean for further experience in seamanship. He shipped before the mast in some of the largest packets plying between New York, Liverpool and Calcutta, after two years returning to the lakes, and that winter resumed his studies in a commercial college. He shipped on the lakes again in the spring of 1865, and from master he soon became owner of the vessels he sailed. After spending a winter in Buffalo shipyards learning construction, he went to Toledo, where he was appointed superintendent of a shipyard, and thence to East Saginaw, where he started a yard and commenced to build vessels. This venture prospered, as he exercised great care in his work, and he practically gave up sailing and devoted his entire time to shipbuilding, his new vessels being added to his own fleet or sold as occasion offered. In 1873 he disposed of his yard at East Saginaw and opened one at West Bay City, since which time, a period covering a quarter of a century, Captain Davidson has constructed and launched many of the finest wooden vessels and steamers on the lakes, and this volume is an appropriate one in which to name them: Steamers Appomattox, Venezuela,

Rappahannock, Sacramento, Shenandoah, Thomas Cranage, City of Venice, City of Genoa, City of Naples, City of Berlin, City of Paris, City of London, City of Glasgow, Bermuda, John Harper, Alex Nimick, Majestic, George G. Hadley, Nicaragua, Madagascar, Britannic, Germanic, Roumania, Bulgaria, Australasia, Siberia, James Davidson, Oceanica, George T. Hope, W. P. Ketcham, S. S. Wilhelm, Walter Vail, Panther and Phenix; schooners Crete, Athens, Armenia, Abyssinia, Algeria, Granada, Grampian, H. A. Darr, William D. Becker, Aberdeen, Dundee, Paisley, George B. Owen, Tokio, Adriatic, Baltic, Mary B. Mitchell, Celtic, Polynesia, Mary Woolson, Harold, Atlanta, Nirvana, John Shaw, E. M. Davidson, Kate Winslow and Laura Belle; car transfers (Nos. 89 and 90, builder's number), Wisconsin & Michigan railway No. 1 and Wisconsin & Michigan railway No. 2; log boats (Nos. 87, 88, builder's number), Wahnipitæ; fire tugs W. H. Alley and Geyser; large lighters Hurley Bros. and Anchor Line; fuel lighter Cuddy-Mullen Coal Company; light draught barges, Mikado and Tycoon; tugs Prodigy, Industry, G. A. Tomlinson, Rita McDonald, Temple Emery, Perfection, C. B. Strohn, Washburn and Andrew A. McLean; fishing tug Maxwell A.; ice barges Andrew T. Gray Co., Nos. 1 and 2.

Capt. James Davidson's name in connection with the great shipbuilding industry is therefore well and favorably known throughout the great chain of lakes. The large barge Wahnipitæ, which carried more than 2,000,000 feet of lumber, was built by him and was by far the largest on the lakes. It must be a matter of just and honorable pride as well as a great satisfaction to Captain Davidson to contrast the early years of his life as a sailor with the present, remembering that the first vessel he sailed was the little schooner Sea Gull, of about 150 tons register, and that he now builds, owns and sails the magnificent steamers of the present day. He has gone quietly and steadily about his life work, always industrious but making no display, seemingly impressed with the maxim that the value of life consists in being faithful in the work under-

taken and to the trust imposed. His shipbuilding interests are extensive, and at this writing he owns and operates a fleet of twenty-seven large-sized vessels, besides four new ships launched in 1898. He has been ever since its organization a member of the board of managers of the Lake Carriers Association. Captain Davidson does not devote all his time to his shipbuilding industry and the management of his large fleet, much of that devolving upon his son, James E., who, like his father, has a clear comprehensive mind, is quick and accurate in his judgment, and prompt in acting on his decisions. The Captain is financially interested in the Frontier Elevator Company, at Buffalo, and is vice-president and director of the Frontier Iron & Brass Works, at Detroit; he is also a stockholder in the Hane Electric Company, and has an interest with Romer, Lovell & Co., in Bay City; is a director of the First State Bank, in Hillsdale, Mich., and president of the Michigan Log Towing Company, of Bay City.

On January 22, 1863, Captain Davidson was wedded to Miss Ellen M., daughter of John Rogers, of Buffalo, and they have had seven children, five of whom are now living. The eldest, James E., who so capably manages the large shipbuilding industry during the absence of his father, became associated in business with him some years ago. The family homestead in Bay City is situated in Center street; they have also a handsome residence in Buffalo, New York.

HARVEY DEPUY, a marine engineer of good report, is a son of Reuben and Margaret (Brown) Depuy, and was born July 8, 1860, in Bloomer township, Montcalm Co., Mich., where his parents had located about the year 1855. In 1862 his father enlisted in a Michigan regiment to serve during the Civil war, but he contracted a fever in the South and died the following year, leaving a widow and four children. The eldest, Elias, is now living on a farm in Gratiot county, Mich.; George, the second, was engineer of the steamer Flint and Pere Marquette during the season of 1897; Julia is the wife of Jehial Wood.

Harvey Depuy, the third son, attended

the public or district schools of his native place until he reached the age of seventeen years, and assisted in the farm work until 1882, when he shipped as fireman on the steamer Michigan. Following this he served a season on the Flint and Pere Marquette No 2, and on the steamer Rube Richards as fireman. In the spring of 1855 he went as oiler on the steamer Milwaukee, and the next season, having secured engineer's license, was appointed second engineer of the Roanoke, holding that berth three seasons. In the spring of 1889 he entered the employ of the Lehigh Valley Transportation Company as second engineer of the steel steamer Cayuga, and was in her when she was driven on Horse Shoe reef, broke her wheel, several frames and one or two plates. Before she was released he shipped as second engineer on the Araxes, which went on the rocks at Point aux Barques and was eventually taken to the boneyard at Saginaw. The crew were rescued by the life-savers stationed near the Point. Mr. DePuy then shipped as second in the steamer E. P. Wilbur, closing the season without further mishap. In the spring of 1891 he became second engineer of the steamer Osceola. That winter, in January, the Osceola was run from Port Huron to Frankfort, and on entering that port she struck on a bar, breaking off her steam-pipe and tearing away the stanchions in such a manner that the escaping steam filled the chief engineer's room, scalding him so severely that he died a few hours after. Mr. Depuy had a narrow escape on account of the breaking of the cylinder head. He held the berth of second engineer on the Osceola until the season of 1893, when he was appointed chief. The next season he was appointed second in the steamer Newaygo, and the succeeding season served in the same capacity in the Madagascar. In the spring of 1896 he was appointed chief engineer of the steamer Pawnee, owned by H. McMoran, of Port Huron, which he ran three seasons.

On June 28, 1893, Mr. Depuy wedded Miss Mary A., daughter of John and Julia Connors, of Port Huron. Two children have been born to this union: Julia Ethel

and William H. The family home is at No. 319 Butler street, Port Huron, Mich. Mr. Depuy is a prominent member of the M. E. B. A., of which he is now serving as chaplain; previous to his election to that office he was conductor. He also belongs to the C. M. B. A.

CAPTAIN ROBERT CHESTNUT, the courteous and popular master of the passenger and freight steamer Cuba, was born in Kingston, Ont., in 1852, a son of Samuel and Mary (Dunlop) Chestnut. Two of his brothers, James and Henry, follow the same calling, the former as engineer of the Walter L. Frost, of the Ogdensburg Transportation Company, and the latter as master of the steamer Melbourne, of the Montreal & Chicago Shipping Company.

Robert Chestnut attended the public schools of his native city until he commenced sailing, which was in the spring of 1869, on the side-wheel passenger steamer Kingston, plying between Montreal and Hamilton. The following season he joined the propeller Dalhousie, which plied between Chicago and Montreal; in the spring of 1871 he shipped as wheelsman on the steamer Georgia, and in 1872 on the side-wheel steamer Corinthian, running between Hamilton and Montreal; in 1873 he engaged as wheelsman on the propeller Canada, of the Montreal Transit line, between Montreal and Chicago, holding that berth four seasons. In the spring of 1877 Captain Chestnut was appointed mate and pilot of the propeller Lake Erie, of the Lake & River Steamship Co., of Hamilton, Ont., retaining that office for three seasons; in 1880 he became mate and pilot of the propeller Dominion, between Toledo and Montreal. The following season he was made mate of the side-wheel passenger steamer Hastings, which ran between Kingston and Toronto. His next boat was the Norseman, a passenger steamer plying on Lake Ontario between Charlotte and Port Hope, of which he was mate, remaining on her two seasons. In the spring of 1884 he was appointed mate of the steamer Prussia, which was engaged in the passenger and freight business between Montreal, Port William and Duluth,

and in 1885 became mate of the lake tug James A. Walker. In 1886 he transferred to the Niagara, which was engaged in the lumber trade between Manistee and Quebec, holding mate's berth on her four years, and in the spring of 1890 he was appointed master, sailing her four years. His next command was the propeller Lake Michigan, which he sailed between Montreal and Duluth, and the following spring he was returned to his old boat, the Niagara. In the spring of 1896 Captain Chestnut entered the employ of the Montreal & Chicago Shipping Co., as master of the passenger and freight steamer Cuba, which position he holds at this writing. He has always enjoyed the utmost confidence of the people for whom he has sailed, and conducts his steamboats to their destination without accident or mishap.

In 1877 Captain Chestnut was united in marriage with Miss Mary La Mont, of Aberdeen, Scotland. They reside at No. 2 Center street, St. Catharines, Ont. The Captain is a Master Mason, belonging to Maple Leaf Lodge No. 103, of St. Catharines.

WALLACE NEWELL was born January 16, 1857, at Springfield, Ont., and there spent the first twenty years of his life. He is one of a family of twelve children born to James and Jane (Lindsay) Newell, natives of Ireland who spent the greater part of their lives in Lower Canada, where the father was engaged in farming; he died February 17, 1872, the mother on February 23, 1893.

After attending the public schools Wallace Newell entered the employ of W. & J. Marr and served three years to the blacksmith's trade, subsequently going to Alvinston, Ont., where for three years he followed his trade in various shops, and then conducted a blacksmith and carriage works five years. At the end of this time, coming to Detroit, he opened a shop for ship and general blacksmithing which he has continued up to the present time. Mr. Newell employs five men in his business, doing general repair work for such lines as the D. & C., Ward, Star, and Ashley & Dustin.

Mr. Newell was married March 31, 1886, to Miss Kate McLachlan, of Detroit, daughter of Capt. D. A. McLachlan, a well-known vesselmaster, who has spent forty years with the D. & C. line. Their children are Duncan M., born January 23, 1889, who is attending school at the present time; Edward, born October 13, 1892, and Lindsay W., born July 11, 1895. Mr. Newell is a member of the Masonic Lodge, Eastern Star, Foresters and A. O. U. W., of Detroit.

C. BLAUVELT, who was a prominent marine engineer during the earlier period of steamboating, is still active in the line of his calling: he is a man of fine stature and possesses a good reserve force of vitality. Mr. Blauvelt was born in Tompkins county, N. Y., son of Isaac and Betsey (Swartout) Blauvelt, who removed to Algonac, Mich., in the year 1848, and were considered pioneers of St. Clair county. They were of Holland descent, the grandfather having come to the United States while young and located in New York.

Cornelius Blauvelt attended the public schools until about eighteen years of age. In 1852 he began the life of a lake sailor, shipping as boy with Capt. William Wilds in the steamer Romeo, then plying on the St. Clair Flats, and the following year he went as fireman in the steamer Odd Fellow, commanded by Capt. William Dana. The next position accorded Mr. Blauvelt was that as chief engineer of the lake tug Pilot, which berth he held five consecutive seasons. He was chief engineer of the large tug William B. Castle, with Capt. R. J. Hackett, for nine seasons, and of the lake tug George E. Brockway, with Captain Moffat, five seasons. His next steamer was the Annie Smith, Capt. M. H. Murch, in which he remained two seasons, and for two seasons following he ran the propeller Allegheny as chief engineer. In the fall of 1885, after laying his boat up, he built a gristmill in Algonac to occupy his time during the winter months, and he still operates the mill when he is not sailing. After holding the berth of engineer on various steamers, the names of which are not remembered

in order, Mr. Blauvelt shipped as second engineer in the steam passenger monitor Christopher Columbus, with Captain McArthur, and assisted in operating her during the World's Columbian Exposition at Chicago, his son, Robert Blauvelt, being the chief engineer; theirs were responsible positions, as over 1,800,000 passengers were carried without the loss of a life, with the exception of one member of the crew who fell overboard and was drowned, although every effort was made to rescue him by Captain McArthur. In the spring of 1895 Mr. Blauvelt fitted out the George W. Farwell, which he engineered two seasons, laying her up at the close of navigation in Marine City. He formerly owned interests in some of the vessel property he has sailed, but has disposed of all.

In 1860 Mr. Blauvelt wedded Miss Lena, daughter of Jacob Sternlar. The children born to this union are George E., who was engineer of the John B. Trevor in 1897; Delos; Henry E., who died in 1895, while first assistant engineer of the Christopher Columbus; Robert S., who was chief engineer for the American Steel Barge Company for a number of years and brought out new many of their large steam monitors, rounding Cape Horn in one of them, he was chief engineer of the passenger steamer Northland in 1895; John W., first assistant engineer of the Northland, and Ralph H., also a marine engineer of good report. The family live in Algonac, Mich. Fraternally Mr. Blauvelt is a Master Mason.

CAPTAIN ED. J. KENDALL is one of the busy citizens of Port Huron, Mich., and a widely-known marine reporter. He was born in Algonac, Mich., August 13, 1858, the son of John B. and Alida (Stewart) Kendall, and grandson of Jacob Kendall, who was a marine engineer. Jacob Kendall took an active and honorable part in the Black Hawk war, and had the contract for the construction of Fort Howard, to protect the settlers against the irruption of the Indians during that period of danger. Capt. Kendall's maternal grandfather, John Stewart, sailed the steamer Michigan in the '40s for Oliver Newberry, of Detroit, a prom-

inent vessel owner of that time, and he was also in the steamer Traveler when she was destroyed by fire in Eagle Harbor. A photograph of this fascinating scene is now in the possession of Miss Sarah Stewart, a resident of Algonac. Both the Kendalls and Stewarts were pioneers of Huron and St. Clair counties and Harsons Island. John B. Kendall served as sheriff of St. Clair county for four years.

In 1870 Ed. Kendall removed with his parents to Port Huron, where he continued to attend school for a short time. The following spring he shipped in the tug Kate Moffat, as deckhand, transferring during the season to the steamyacht St. Clair and the tug Prindiville. He passed the seasons of 1872-73 as wheelsman or watchman on as many as twenty different tugs. In the spring of 1874 he shipped as watchman on the steamer D. M. Wilson, remaining two seasons. The next season he joined the Robert Holland as wheelsman, and following this service was watchman on the steamer St. Paul until July, 1878, when he took out pilot's papers and was appointed mate in the lake tug William A. Moore. The next season he sailed as mate of the steamer River Queen, and in 1880 he shipped with Capt. T. Allen in the steamer R. Prindiville as mate. The next two seasons he sailed the barge Shiawassee as master, transferring to the barge Lyman Casey in the spring of 1883, and following with a season as second mate in the steamer Arctic. In the spring of 1885 he joined the steamer Alcona as second mate. His next berth was in the barge M. R. Goff, which he commanded, and part of the season of 1887 he sailed the schooner Genesee Chief. In July he stopped ashore and engaged in business as marine reporter—announcing the vessel passages at Port Huron—of which he has made a success. He established a bureau under the title of the Kendall Marine Reporting Company, at Thompson dock, at the foot of Sarnia street, Port Huron, and since that time he has reported the vessel passages at the port and disseminated marine news of all kinds through the Associated Press. He is also agent for the Lake Marine News Association. In addi-

tion he writes marine and fire insurance and deals in real estate, having acquired considerable acreage property which he has divided into lots and put on the market after erecting houses upon same. In 1888 Captain Kendall was appointed deputy collector of customs at Port Huron by Harrison Geer, and held that office four years.

On December 21, 1880, Captain Kendall was united in marriage to Miss Hattie H. Webster, daughter of Lucius and Harriet (Thompson) Webster, of Port Huron, formerly of Romeo, Mich. Two children have been born to this union. The family homestead is at No. 1504 Water street, Port Huron, Mich. Socially the Captain is a Master Mason, a member of the Royal Arcanum and of the Knights of Pythias.

CAPTAIN THOMAS VAN STAN was born March 6, 1857, at Cleveland, Ohio, and there passed the first three years of his life, coming to Detroit with his parents, John T. and Mary E. (Woods) Van Stan. The father, who was a native of Cork, Ireland, spent the greater part of his life as a painter and later as a detective; he died in 1867. The mother, a native of London, England, died in 1861.

At the public schools of Detroit, Captain Van Stan received his education, and at the age of fourteen years he went sailing as boy on the scow Newell Hubbard, now owned and sailed by Captain Demsteadt, of Detroit. He spent the following three years on different scows and schooners sailing out of Detroit, and then went on the tug Tawas, as wheelsman. He spent one season each as watchman and wheelsman upon the steambarge Swallow, and then sailed on the Theodore Perry, Gem of the Lakes and Industry before the mast. Following this he spent one season on the Storm as mate, later serving as second mate on the Fitzhugh, and the next season took command of the schooner Jane Mason. For a year and a half after this he was with Captain Kelly on the Sakie Shepard, of which he then became master, and he afterward acted as second mate of the Seattle, transferring from her to the Richard Martini, of which he had command two years.

For some time he was mate on the Seattle and the Wyoming, and he then came to the Sauber, spending part of 1896 on her. Captain Van Stan is well known in Detroit and vicinity and has a large acquaintance among marine men on the chain of lakes, by all of whom he is regarded as a thoroughly competent sailor.

The Captain was married November 25, 1876, to Miss Mary E. Parker, of Hallsport, N. Y. Their only child, Raymond, is attending school at the present time.

CAPTAIN JOSEPH LOWES is a man of great force of character, genial and kind-hearted in disposition, and wholly competent as a steamboat man. He was born November 7, 1859, at Blenheim, Ont., son of Mathew W. and Catherine (Coulin) Lowes, with whom he removed to the United States in 1878, and located in St. Clair, Mich. He received a public-school education in his native town. After engaging for several years in various occupations ashore, Captain Lowes, in the spring of 1886, shipped on the passenger steamer City of Alpena as deck watch. After two weeks service in that berth he was advanced to the grade of lookout and soon to the position of wheelsman, owing this rapid promotion to the sterling qualities which the officers of his boat discovered in him. In the spring of 1887 he was appointed wheelsman of Mr. Mark's new yacht Mary, holding that berth two years. The following season he shipped as wheelsman on the steamer Oscar T. Flint, of which he was appointed second mate the next season, and in the spring of 1892 he was promoted to mate's berth. In the spring of 1893, Captain Lowes was given command of Hon. Mark Hopkins' steamyacht Bonita. His next berth was that of mate on the steamer St. Louis, which was engaged in the pulp wood trade between Bay Mills and Niagara. In the spring of 1895 he was made mate of the steamer Charles A. Street, and on leaving her resumed command of the steamyacht Bonita, sailing her for Mr. Hopkins until August, when she was sold to Gen. Joseph T. Torrence, of Chicago. Captain

Lowes, who was retained by the new owner, took the yacht to Racine and gave her a thorough overhauling and repairs, to the extent of \$5,000. Unfortunately General Torrence did not long have the pleasure of enjoying his purchase, his death occurring about four months later. Captain Lowes speaks in high praise of the General's good qualities. He remained in charge of the yacht until the close of the season, when he returned home to St. Clair, Mich. In the spring of 1897 he was appointed master of the steamer *Tempest*, engaged in the lumber trade between Lake Superior and Lake Erie ports. She has a tow of two consorts and is owned by T. M. Hubbard, of Algonac.

In December, 1889, Captain Lowes was united in marriage with Miss Alice Langell, daughter of Thomas Langell, a boat builder of Marine City, Mich. They reside in St. Clair, Michigan.

WILLIAM ENGLAND is a representative marine engineer, and though he owns an interest in other tugs, he holds the position of engineer of the *S. C. Schenck*, which at one time was the finest and most powerful tug on the lakes. Mr. England was born at Amherstburg, Ontario, December 28, 1854, son of William and Sarah (Sprague) England, and acquired his education in the public schools of his native town. After leaving school he passed some months on the Detroit river, and in the spring of 1868, at the age of fourteen years, he shipped on the river tug *Bob Anderson*, owned by Mr. De Mas, of Detroit. He was subsequently engaged on the *John Martin*, of the Livingston line, the *Eclipse*, and numerous other boats. In the spring of 1873 Mr. England shipped as engineer on the *William Jennings*, the dredge company using the tug in many localities around the lakes, and continued in this employ for four years. In 1877 he went to Toledo, Ohio, where he was appointed to the tug *Syracuse*, transferring to the *A. Andrews* and *Baker* the same season. The next season he engineered the tug *George P. Isham*, in 1879 the tug *Farragut*, and in 1880 the tug *Thomas*. In the spring of 1881 Mr. England purchased

a third-interest in the tug *Syracuse* and had charge of her machinery the six years prior to 1887, when he sold his share and bought into the tug *A. Andrews, Jr.*, which he also ran for six years. In 1893 he bought an interest in the tug *Fannie L. Baker*, which he still holds. In 1894 he was induced to leave his own boat to take charge of the machinery of the tug *S. C. Schenck*, then the most powerful tug on the lakes; she is a grand ice crusher and does the greater part of the outside work at Toledo harbor. Mr. England profited much by the experience he had during the ten winters he was in the employ of the Michigan Central railroad, as engineer of their carferries, and he can handle the *Schenck* in the ice to the best advantage. He has nineteen issues of marine engineer's license. He is a man well versed in his line, and is held in high esteem by all who come into business or friendly relations with him.

In 1883 Mr. England was united in marriage with Miss Cecilia Churchill, daughter of J. Churchill, of Detroit, and three children were born to this union: William Cecil, Jessie and Ethel. Mrs. England departed this life July 30, 1896, after a lingering illness of six years. The family residence is at No. 730 Stickney avenue, Toledo, Ohio.

THOMAS DRYSDALE was born in 1844 in Alloa, Scotland, where his father was engaged in the grocery business, but as he had no inclination for same he served his time as a machinist in his native town. Mr. Drysdale's first sailing was done in 1868 in the *Ravenscraig*, a whaler from Dundee to the Davis straits, and he followed this life until 1873, when he came to the United States and settled in Detroit, Mich., going to work in the Dry Docks Engine Works. He remained there until 1875, when he went out as second engineer of the *Kenemaugh*, of the Ward line. In 1876 he was sent to Marshall, Mich., to take charge of the railroad shops, and there he remained two years, subsequently shipping as second engineer on the *City of Detroit*, on which he continued two years. The following year he spent visiting and traveling

in Scotland, on his return engaging again at the Dry Docks Engine Works, where he was employed putting engines in steamboats until in 1884, when he became second engineer of the steamer North West. In 1885 he occupied the position of chief engineer on the J. W. Averill, of the Ogdensburg line, and held that berth for two years, the next year working again at the Dry Docks Engine Works. In 1888 the T. W. Palmer came out and he went as chief engineer of her. In 1889 he was chief of the G. W. Moore and in 1890 he shipped as chief of the steamer Gilcher, staying on her until the fall, when he went as chief of the steamer Cambria. He served on her through the fall and the year of 1891, when he returned to shop work, which he has since followed. For the last couple of years he has held the position he now occupies, that of chief engineer for the Detroit Electric Light & Power Co.

Mr. Drysdale was married in Scotland, in 1872, to Miss Elizabeth Ingram, whose brother James is on the ocean. They have five children—John W., George, Margaret B., Mary and Thomas. Mr. Drysdale was made a Mason in Dundee in 1872 and he is also a member of the Ancient Order of United Workman.

FRANK A. SMITH is the son of James A. Smith, who is probably the oldest marine engineer on the Great Lakes. He was born in Warren county, Penn., October 29, 1853 and attended school at Erie and also at Niagara Falls, when he was eighteen, graduating from the high school in Bay City, Mich., whither the family had removed. Mr. Smith early felt an inclination to follow in his father's footsteps, but he resisted the desire until he had possessed himself of a good high-school education and had spent three years in a machine shop to qualify him to take up the engineering profession aright. His first license was issued in the fall he became of age, and shortly afterward took the position of second engineer of a large steamer which was propelled by a high pressure engine, spending three years in this vessel. He then served in a number of other craft, entering the employ

of the Northwestern Transportation Company in 1874 and remaining five years in the steamer Forest City. In 1879 he left the lakes and for three years was in charge of the engine of a sawmill owned by J. E. Potts & Co., on the Fox river, in De Pere, Wis., but on account of illness in his family he was forced to leave this position and for two years he was engineer on a lumber barge. In 1883 he became chief engineer of the steamer H. S. Pickands, owned by J. E. Potts & Co., remaining with that vessel three years, after which he spent one year as chief in a small steamer, going to the J. P. Thompson, as chief, in 1887, and remaining on her two years. During the next two years he was chief of the David W. Rust, following which he entered the service of the Minnesota Steamship line as chief of the Manola. The year after this he was chief of the Mariposa, changing from her to the Mariska, on which he served two years, and he then returned to the Mariposa, finishing the season of 1896 on her.

In 1875 Mr. Smith married Miss Mary J. Gilbert, of West Bay City, and their children are James A., Frank A. and Hiram R. The eldest son, James A., who was born in West Bay City in 1877, has been oiler on his father's vessel for two years. He passed through the public schools of West Bay City, graduated from the International Business College, of Bay City, and has now taken up the study of medicine in Western Reserve Medical College, Cleveland; he will leave the lakes to become a physician.

GEORGE A. MILLER possesses all the requirements necessary to enable him to take a prominent place among the chief engineers on the lakes. He was born in Lockport N. Y. May 14, 1850, and is the son of George A. and Jane (Bolstar) Miller, both natives of New York State. His grandparents were natives of Vermont.

Mr. Miller acquired a liberal education, graduating from the high school of Lockport. He learned many of the fundamental principles of the calling he elected to follow by serving an apprenticeship of three years in the shops of the Pound Manufacturing

Company, of Lockport, N. Y., after which he went to Titusville, Penn., and entered the employ of F. Ames, with whom he remained two years. In 1870 he came to Port Huron and entered the employ of the New York Coast Wrecking Company. The next season he shipped on the steamer Nelson Mills, as fireman, and in the spring of 1872 took out a marine engineer's license and was appointed first assistant on the steamer Mary Mills. In the spring of 1873 he was appointed chief engineer of the tug C. M. Farrar and ran her until she was sold, finishing the season on the steamer J. L. Beckwith, as first assistant. This boat was sold to the Port Huron & Sarnia Ferry Co., and the next season he went on the lake tug Frank Moffat, which was engaged in wrecking. Here he remained until in the spring of 1877 he was appointed chief engineer of the tug W. B. Castle, transferring to the tug J. L. Hawkins that fall, and the following season coming out as chief of the Beckwith, which berth he held three seasons. In the spring of 1881 Mr. Miller was appointed chief engineer of the steamer City of Concord. He also fitted her out the next season, but afterward joined the Omar D. Conger, plying as ferry between Port Huron and Sarnia, and remained in her until August, 1885, closing that season on the steamer Simon Langell. In the spring of 1886 he was appointed chief engineer of the steamer Kalkaska and has had charge of her machinery eleven consecutive seasons, serving also during the season of 1898. In 1894 the mate of the Kalkaska fell overboard in Cuyahoga river at Cleveland during the great flood, and would have been drowned but for the prompt action of Mr. Miller.

On December 8, 1876, Mr. Miller wedded Miss Mary E., daughter of Charles and Sarah Church, of Port Huron, Mich. One son was born to this union, Charles, who married Miss Sarah McCollam, their children being Florence and George A. Miller. Charles Miller is in business in Port Huron as proprietor of the Empire steam laundry, which his father purchased for him. The family home is at No. 828 Wall street, Port Huron. Socially Mr. Miller is a Master Mason,

a member of Royal Arcanum, the Knights of the Maccabees, and the Marine Engineers Beneficial Association.

L. ED. MOORE is an ambitious young marine engineer, and promises to reach a high standing among the chiefs of his responsible calling. He was born in Port Huron, Mich., August 10, 1868, and is a son of Richard and Philomena (Roberts) Moore, the former of whom was born in Mt. Clemens, Mich., the latter in Port Dalhousie, Canada. The parents removed to Port Huron soon after their marriage. L. Ed. Moore attended the public schools of Port Huron and took a course in the International Business College of that city. After having acquired a liberal education he entered the employ of C. B. Dole & Son, of Port Huron, as an apprentice to the steamfitting trade, serving three years. He also worked one year at the Phoenix Iron Works, and one year as fireman in the pulp mills, the next year going to Fairport, Ohio, where he ran an engine for use on derricks. In the spring of 1888 he shipped as fireman on the tug George R. Paige, and following this served one season in the tug Annie and part of a season on the George B. Dickson. In the spring of 1891 he joined the tug Carkin, engaged on government work at the Sault, and after firing her three months transferred to the tug George E. Brockway. In the spring of 1892 he secured engineer's license and was appointed second on the lake tug Mocking Bird, on which boat he lost a finger which was caught in the machinery, laying him off work about six weeks. He closed the season on the steamer George L. Colwell.

The next spring Mr. Moore was appointed chief engineer of the tug J. P. Clarke, and after running her five months closed the season on the tug Jim Pullar, to which he returned the season following, running her until the fall of 1896, when he chartered the tug Walter W. Richardson and engaged in fishing for two months, in the meantime sailing the yacht Alert for R. J. Cram. In the spring of 1897 Mr. Moore was appointed engineer of the tug Fred Crosby, engaged on Government work in

the Portage river at Duluth. That winter he chartered the tug F. H. Stanhope, and did towing about the harbor and the St. Clair river. Mr. Moore is a member of the Marine Engineers Beneficial Association, the Independent Order of Foresters and the Knights of the Maccabees. He lives with his parents at No. 828 Erie street, Port Huron, Michigan.

CAPTAIN J. E. RATHBUN was born in Algonac, Mich., on August 14, 1858, a son of Andrew J. and Mary G. (Smith) Rathbun, the former of whom was a native of Oswego, N. Y., and was a lake captain of some note; he met his death while mate of the lake tug B. B. Jones, with Captain Burnham, when she exploded her boiler near Port Huron in 1871. The mother is still living in Algonac. Captain Rathbun's sister, Helen Adelaide, who became the wife of John D. Burke, a hotel-keeper at Mt. Clemens, Mich., is the only other member of the family now living.

The school days of John E. Rathbun were necessarily limited, as he commenced sailing when fourteen years of age, in the spring after his father's death, as second cook in the steamer Neptune. In 1873 he shipped in the barge Iceman, before the mast, with Capt. Charles Marsden. The succeeding years of his lakefaring life have been passed as follows: 1874, before the mast in the S. Burchard, with Captain Pickle; 1875, in the schooner Eagle, logging on the St. Clair river; 1876, in the steamer Superior, with Capt. E. Rathbun, as second cook; 1877, as cook in the barge H. C. Potter; 1878, as mate in the barge Star of Hope, closing the season as wheelsman in the Robert Holland; 1879, advanced to the berth of second mate of the Robert Holland; 1880, in the scow Leader, engaged in gathering stone for use on the breakwater and harbor of refuge at Sand Beach; 1881, wheelsman in the Jesse H. Farwell with his uncle, Capt. E. Rathbun, remaining two seasons; 1883, again engaged in the stone trade at Sand Beach, in the scow Leader; 1884, mate with Capt. E. Rathbun in the steamer Salina; 1885, mate in the lake tug Music; 1886, wheelsman in the steamer

Horace B. Tuttle, closing the season in the Rhoda Stewart; 1887, stopped ashore at Algonac, working at carpentering; 1888, second mate of the steamer Monohansett; 1889, mate of the steamer Margaret Olwill; 1890, second mate of the steamer Jesse H. Farwell, closing the season in the George T. Hope; 1891, mate of the steamer John N. Glidden. In the spring of 1892 Captain Rathbun was appointed mate of the steamer O. O. Carpenter, holding that berth until the close of the season of 1894, and the next season receiving promotion to the position of master, and he sailed her four successive seasons, giving Mr. Rannels, the owner, good satisfaction during the years he was in his employ. To place among the notable rescues with which this volume abounds is one by Captain Rathbun, made in 1893, when he saved the engineer of the raft tug overboard in Duluth harbor; and another in 1896, at which time he saved from drowning four men, who had been clinging for four hours to a capsized yacht off Monroe, Mich., in Lake Erie.

On May 21, 1886, Captain Rathbun was married to Miss Matilda J., daughter of George W. and Sarah (Language) Day. The children born to this union are Marietta Geraldine, Mattie Ilene, Andrew Jackson and Horace Rannels.

HERMAN WOLFE, engineer of the Troy Steam Laundry at Port Huron, Mich., was born January 17, 1847, in New York City, a son of Ferdinand and Theodora (Trisch) Wolfe, the former of whom was a native of New York, the latter of Germany.

During the Civil war Herman Wolfe was one of the youngest patriots of the Northern army. He first enlisted in September, 1861, in the Forty-first N. Y. V. I., but when he came up to be mustered into service it was discovered that he was too young to stop a cannon ball and the officer directed him to go home and get a trifle more age. He obeyed and just one year later he again enlisted, this time in the One Hundred and Twenty-seventh New York, and was accepted. His regiment was assigned to the Army of the Potomac and was at Yorktown during the Peninsular campaign. It was

ordered to Gettysburg, but when it reached that historic field the battle had been fought and won, so they were sent South by transport, under Gen. Q. A. Gilmour, and took an honorable part in the Black Water raid and the battle of Suffolk, the siege of Charleston and the Island campaign; they were also at Devaux Neck, on the Charleston & Savannah railroad. They were incorporated in the Coast Division Corps, and co-operated with General Sherman's army when it appeared in that locality. In February, 1865, after Sherman's army had passed on to Raleigh, the regiment returned to Charleston, and protected that city from further destruction, remaining there until June 30, when they were marched out of the city. On July 4, they boarded transports, on July 7, reaching New York City, where they were mustered out of service seven days later. The regiment was tendered a great reception by the citizens.

In September, 1865, Mr. Wolf shipped as fireman on the Hudson river steamer Mary Powell, and in 1867 he joined the Quaker City as oiler, plying between New York and Charleston in the coasting trade. In 1870 he shipped as fireman in the New York harbor tug Only Son, following with a year in the George Burtbeck. In 1872 he entered the Coast Wrecking Company and came up on the lakes, locating in Port Huron and joining the steamer Rescue, on which he remained two years. In 1874 he took out a marine engineer's license and was appointed chief of the ferry boat John Pringle, the next year becoming chief of the side-wheel steamer Young America. He then stopped ashore and entered the employ of the Phoenix Iron Works Company, as machinist, and also working in the Chicago & Lake Huron railroad shops. In the spring of 1882 Mr. Wolfe again took up his lakefaring life as chief engineer of the lake tug Frank Moffat, running her two seasons, and then for four seasons engaged as chief of the ferry steamer Grace Dormer, of the Port Huron & Sarnia Ferry line. In the spring of 1888 he shipped as second engineer of the steamer Burlington, being advanced to the position of chief of the same steamer the next season and after

leaving her served as chief of the steamer William Cowie. In the spring of 1891 he joined the steamer Leland as second engineer, closing the season as chief on the passenger steamer John Morley. His next boat was the steamer Empire, on which he remained one season as second and the next as chief. During the season of 1894 he was second on the steamer Cleveland, running her as chief the next year. In 1896 he was engineer on the tug Ella Smith, towing rafts. During the year of 1897 he was engaged to run the engine and plant of the Troy Steam Laundry in Port Huron.

On August 30, 1873, Mr. Wolfe was united in marriage to Miss Minnie E., daughter of August and Annie Drawing, of Port Huron. Their children are Charles R., Clara L., Lilly A., Harry O., Rudolph and Myrtle. The only society with which Mr. Wolfe is affiliated is the Woodmen of the World.

CAPTAIN R. J. LYONS, of Lorain, Ohio, master of the Queen City, stands very prominent among the captains of the present day and is well known to the lakefaring class in general. He has brought out several boats whose size would have seemed almost an impossibility to the past generation, and in the discharge of his marine duties has won for himself the greatest laurels and the utmost confidence of his employers. He is still a young man, having been born August 4, 1861, in Lorain, Ohio, and he has a bright outlook for his future in the vast field of maritime industry. Captain Lyons' life has been closely connected with the lakes since 1877, when he went on the schooner King Fisher as boy and seaman, later serving in that capacity on the Exile and D. K. Clint, and thence going to the H. B. Tuttle as second officer. His next berth was that of second mate on the D. W. Rust and after a season he was given the position of mate which he retained two seasons. During part of the next season he was on the J. H. Devereux, as second mate and mate, and he then changed to the J. H. Outhwaite, where he remained three years as mate. In the fall of that last season he was given command of

the *Chenango* and the next year sailed the *Australasia*, following which he was engaged two years in command of the *Bulgaria* and the same length of time on the *Caledonia*. At the close of his service on the latter boat he proceeded to go to Chicago to look after the building of the *Zenith City*, which he brought out new, and he remained upon this vessel until transferred to the *Queen City*, which he brought out new in 1896.

Captain Lyons was married, December 13, 1883, to Miss Jeanette Vorwerk, of Lorain, and they have three children: Mary E., born in 1884; Carrie J., born in 1887; and Ralph Scott, born in 1892. Socially the Captain belongs to the Knights of the Maccabees and the Ship Masters Association.

Winfield Scott Lyons, father of Captain Lyons, was a native of Lorain, Ohio, where he was engaged in shipbuilding, and he was an owner many years of his life. He died February 28, 1867. His son, Winfield Scott Lyons, Jr., was on the lakes for several years as master, but in 1873 he abandoned the water and has since been engaged in business in Kansas City, Mo. Another son, Frank D., who died in 1882, was a sailor for many years on the lakes.

ABRAM SMITH, a noted shipbuilder, may be very appropriately designated as the patriarch of Algonac, Mich. He was born in Plainfield township, St. Clair Co., Mich., on September 8, 1819, and notwithstanding his eighty years he is a man of great vigor and vitality, exemplifying in an eminent degree the truth of the adage that "blood will tell." He is the son of John K. and Catherine (McDonald) Smith, and a descendant of old New England stock. His father was born in Vermont of English parents and his mother in Scotland, coming to America with the Selkirk colony, which formed the settlement of Belldoon about the year 1808. The father, after residing at Ogdensburg, N. Y., for some time, enlisted at the beginning of the war of 1812, and was commissioned quartermaster, discharging the onerous duties of that office until the American arms were victorious; he participated in the battle of Lundy's

Lane and other notable engagements. In 1815 he located in St. Clair county, and he died in April, 1854, in Algonac, at the age of sixty-nine years, his wife living to the advanced age of eighty-six.

Abram Smith passed the first twenty-four years of his life on a farm, working in his father's sawmill at times. In 1844 he purchased a stock of goods and opened a store in Algonac, which he conducted twenty-five years, the business constantly increasing. In 1855 he established a shipyard, which he carried on in addition to the store. The first vessel constructed at his yard was the steamer *Princess*, and was followed by the steamers *J. B. Smith* and *Emerald*, schooners *Alice Barr* and *R. C. Crawford*, barge *Rhoda Stewart*, John Ritchie, *J. A. Smith* and steamer *Anna Smith*; others built under supervision there were the tug *Ella M. Smith*, and the schooners *Oliver Mitchell*, *Bell Mitchell* and *Bell Cash*. He also hauled out and rebuilt the barge *Middlesex* and schooner *Telegraph*, and rebuilt the propeller *Allegheny* and the *Lady Franklin*. He next constructed the propeller *Albert Miller* and four small tugs on builders account, and hauled out and rebuilt the schooners *Thomas L. Parker* and *H. C. Potter*.

In 1889 Mr. Smith admitted his son Angus into partnership in the shipbuilding business, which has since been conducted under the firm name of Abram Smith & Son. The vessels built and launched by this firm comprise the schooners *Delta*, *J. B. Comstock*, *Abram Smith*, *Interlaken*, *W. K. Moore*, *A. W. Comstock* and *Vinland*. The shipyard has a frontage on the St. Clair river of about eight hundred feet, extending back to Water street, with two slips for launching and repair work. Messrs. Abram Smith & Son have the reputation of building upon honor, and their vessels are noted for strength, durability and good sea-going qualities. The firm owns interests in several vessels. Abram Smith is one of the substantial, public-spirited men of Algonac, being held in high esteem by his fellow citizens for his integrity and system of upright living, and his word is held to be as good as his bond. The younger member of the

shipbuilding firm is at this writing serving as president of the village council, and he is a young man of high business qualifications.

On November 25, 1844, Mr. Smith wedded Miss Fidelia Burt, daughter of James and Betsy Burt, and children were born to them as follows: James B., who married Miss Elizabeth Harris; Cornelia D., now the wife of George E. C. Seaman; John A., who married Miss Alvina Snoor; Ella M., widow of Dr. W. K. Moore; and Angus M., who married Miss Lizzie Craddock. Mr. Smith has eleven grandchildren and two great-grandchildren.

C. B. KEELER, a marine engineer of good standing, was born May 20, 1862, in Elk Rapids, on Grand Traverse bay, Mich., and is the son of Charles J. and Laura A. (Fraser) Keeler. Their other children were: David C.; Marietta, who is now the wife of Alfred Kiser; John W., who fitted himself for the berth of a marine engineer and who died of pneumonia in 1884; and Ellen L., now Mrs. William Morgan. The father, who was a veteran of the Civil war, died in 1870, of lingering consumption, contracted while in the army. He enlisted in 1861, in Company F, 14th Mich. V. I., under Captain Nixon, was chosen color bearer later and finally advanced to the grade of sergeant. His regiment joined General Grant's army at Pittsburg Landing, just after the battle and was present at the siege of Corinth, Miss., and the engagement at Farmington. In October, 1864, the command was assigned to the First Brigade, Second Division (under Jeff C. Davis), Fourteenth Army Corps, and held that assignment until the close of the war. Mr. Keeler took part in the affairs at Lavergne, where his regiment captured a fort, Brentwood and Stone River. On September 6, 1863, the regiment was given horses and converted into mounted infantry until November, during which time it met the enemy in skirmishes at Weams Springs and Lawrenceburg, Tenn. It was then engaged in garrison duty at Franklin and Columbia, Tenn. On January 4, 1864, they re-enlisted, and after the usual veteran furlough of thirty days returned to duty. On June 4, the regi-

ment was withdrawn from garrison duty and joined General Sherman's army of invasion at Dallas, Ga. Mr. Keeler was with his command in the capture of Kenesaw Mountain, in a charge, and capture of Rebel rifle pits at the Chattahoochie river, and assisted in taking two lines of Rebel works, driving the enemy from the field, the regiment taking ninety-two prisoners. He was in the flank movement around Atlanta; in the charge at Jonesboro, capturing four pieces of artillery; a Rebel general with his staff, and the colors of the First Arkansas Regiment with three hundred men; and marched with Sherman to Savannah and through the Carolinas, participating in the engagements at Averysboro, Bentonville and Fayetteville, N. C. He marched in the review of Sherman's army through Washington at the close of the war. At his death Mr. Keeler was buried by the Knights Templar with the honors of Masonry. His wife died in 1880.

Charles B. Keeler attended the public schools at Elk Rapids, and at the age of nineteen went to Bay City, where he finished up a term at an ungraded school. There he also fitted himself for marine engineering, at Mitchell & Boutell's, sailing two seasons in the meantime as mate of the side-wheel steamers Westover and Sea Gull, towing logs on Saginaw Bay. Since then he has worked winters in McKinnon's shop and learned the boiler-making trade at Mr. Like's Michigan Boiler Works. In 1886 he took out marine engineer's license and was appointed to the tug John Nice, operating out of Tawas. In 1887 he was engineer of the tug B. W. Minter, of Au Sable, and looked after the machinery of the sandsucker Ida Burton. The next spring he went to Port Huron and ran the tug George R. Hand, transferring as chief engineer to the lake tug John Martin, which he quit at Detroit, finishing the season as chief of the steamer Nashua. He was subsequently chief of the tug Niagara. In the spring of 1891 Mr. Keeler came out as second engineer of the new steamer City of London, closing the season as chief engineer of the tug Adams, waiting on a dredge of McCullum & Lee, of Bay City, Mich., who had half of

the contract for dredging at the mouth of the St. Clair river. He also put a new engine in the tug Robert Emmet, and ran her the balance of the season. In 1893 he again entered the employ of the dredging firm by the year and remained until the fall of 1895, running the Adams and having supervision of the machinery of the dredges and other boats. In the spring of 1896 he engineered the steamer R. G. Stewart, in 1897 served as chief of the steamer T. R. Scott, and in 1898 was placed as chief on the steamer Mark Hopkins.

Mr. Keeler was married to Miss Ella, daughter of William and Laura Hunter, of Port Austin, Mich., on December 11, 1887. Two sons, William C. and Ernest Lloyd, have been born to this union. Socially he is a member of the Marine Engineers Beneficial Association, the Odd Fellows, Orangemen, Protective Fireside Circle and Independent Order of Foresters.

CAPTAIN RICHARD NEVILLE, JR., is perhaps the youngest steamboat master on the lakes. He was born in 1875, in Cleveland, Ohio, son of Captain Richard and Agnes (Lowe) Neville, and, as will be seen, this young steamboat captain's sailor blood is inherent, as his father is master of the steamer John W. Moore and an old-time mariner, and his mother's brothers, Capts. John and James Lowe, are both steamboat masters of high repute.

Richard Neville attended the Cleveland public schools the allotted time, and in 1890 commenced his career on the lakes as lookout on the steamer Samuel Mather. From that date up to the present time his advancement has been rapid, as he showed an especial fitness for his chosen profession. In the spring of 1891 he shipped with his father on the steamer John W. Moore, as watchman, and the following season as wheelsman on the same boat. In 1893 he was appointed second mate, holding that berth three seasons, and in the spring of 1896 he was advanced to the position of mate of the steamer Australasia, with Capt. Robert Pringle; the Australasia was destroyed by fire on the 17th of October, that year, and now lies in Whitefish Bay,

about seven miles from shore, a total wreck. The Captain and crew escaped in the yawlboat. Young Neville finished that season as mate of the City of Glasgow, laying up the steamer at Milwaukee. In the spring of 1897 he secured his license as steamboat master and was appointed to the steamer Joseph S. Fay, which he has since sailed successfully. Captain Neville makes his home with his parents at No. 35 West Clinton street, Cleveland, Ohio.

C. L. SCOVILLE, a well qualified and prominent marine engineer of the early days of steam navigation, who, in 1853, held the berth of chief engineer of the propeller Genesee, has virtually retired from active steamboat life and is now located at Ashtabula, Ohio, where he has charge of the machinery of the swing bridge at Ashtabula harbor. He was born in Ashtabula in 1834, son of Adnah and Perseus Smith (Homan) Scoville. Adnah Scoville was one of the pioneers of Ashtabula county, owned large tracts of land in and around Ashtabula, and was at one time (1848 and 1850) mayor of the hamlet and a director of the public schools and the county infirmary. He married the widow of Joseph Homan. Charles L. Scoville had a half-brother, Capt. Joseph Homan, who was a lake master, and three half-sisters, all of whom were married to lake captains—Caroline to Capt. William Hancock; Mary to Capt. Robert Brown (and their daughter to Capt. J. S. Dunham, vessel owner of Chicago and now president of the Lake Carriers Association), and Sarah to Capt. Harvey Hall, of Duluth. Mr. Scoville's own sister, Eliza J., is the wife of Capt. Chauncey Richardson, deputy collector of customs at Ashtabula; his brother William is in the butcher business, and John is proprietor of the Park Hotel in Ashtabula.

C. L. Scoville attended the public schools of his native town and worked with his father in the blacksmith shop until he reached the age of eighteen. In 1852 he went to Cleveland and after working in a horseshoeing shop until fall he shipped on the Hendrick Hudson as oiler. The next season he shipped as engineer on the pro-

propeller Genesee, plying between Port Burwell and Rochester, which carried about 250,000 feet of lumber. She was finally considered too big for that trade and put in the passenger business between Buffalo and Port Stanley. Mr. Scoville remained on the Genesee until she was destroyed by fire in the fall of 1855. The next season he came out as chief engineer of the propeller L. L. Brayton, remaining until August, when he joined the propeller Chicago as second. That winter he went to Buffalo, where he worked in Barton's machine shop, and while there he helped to build the engine for the big wrecking tug Leviathan, owned by the Lake Navigation Company. It was thought that the Leviathan required a more experienced engineer than they had on the lakes in those days and one was imported from New York, Mr. Scoville going as second. In the spring of 1858 he came out as second engineer of the propeller Chicago, but after making one round trip from Buffalo to Chicago on her he went to Cleveland and fitted out the Forest Queen, which he engineered as chief until November 24, 1860, when she went ashore at Bailey's harbor, Lake Michigan. She was scuttled and sunk until the spring of 1861, when she was raised and he assumed his old berth, his second being George Tower, an Ashtabula lad, who enlisted in the United States navy in the spring of 1862 and served throughout the entire war and subsequently on various gunboats, his last steamer being the Indiana, in which he ended his thirty-four years of service for his country. He was chief engineer of the gunboat Kearsarge at the time she sunk the Confederate privateer Alabama. In 1896 Mr. Tower was placed on the retired list as chief engineer of the United States navy, and at this writing lives at Washington full of honors.

But to resume the legitimate thread of this article: Mr. Scoville, in the spring of 1863, came out as chief engineer of the propeller Araxes, plying in the New York Central line; in 1864 as chief of the Chicago; and in 1865-66 as chief of the Rocket. In 1867 he purchased an interest in the iron tug Dexter with Capt. George Field, en-

gineering her until the fall of 1868, when he joined the steamer City of Port Huron. He next shipped in the steamer Governor Cushman, leaving her after two trips on account of a defective boiler; the next spring she exploded and killed thirteen men. In the spring of 1869 Mr. Scoville shipped with Captain Estes on the steamer Yosemite and remained in that berth five years. In 1874 he was made chief engineer of the Rocket, then owned by Mark Hanna, which he left after one trip to Duluth to ship on the steamer W. L. Wetmore, with Captain DeWolf, now local steamboat inspector at Cleveland. That fall he laid up the three steamers Wetmore, Rocket and Comet. In the spring of 1875 Mr. Hanna prevailed upon Mr. Scoville to again take charge of the machinery of the Rocket.

In 1876 the town of Ashtabula purchased a fire steamer and Mr. Scoville was placed in charge of her as engineer, adding the duties of policeman to those of fireman. He held this composite berth five years, and in 1881-82 resumed his lakefaring life, joining the steamer R. J. Hackett as chief engineer. The next year he sailed with Capt. Thomas Wilford as chief of the J. H. Osborne, and was with that steamer when she was run down and sunk on Lake Superior by the Canadian Pacific steamer Alberta; the crew were taken off by the steamer Heckla. On reaching home that fall Mr. Scoville opened a shop for general blacksmithing and horseshoeing, conducting same until the spring of 1886, when he helped build and put in the engines of the steamer J. H. Outhwaite, in which he went as chief for two seasons. In 1888 he brought out new the steamer Bulgaria, engineering her until the swing bridge was completed at Ashtabula harbor, when he quit his steamer and took charge of that structure, which he continues to operate to this day. He is a member of the Marine Engineers Beneficial Association. He has forty issues of marine engineer's license, having been engineer two years before licenses were required.

Mr. Scoville was united in marriage, in July, 1862, to Miss Lavinia Sykes, daughter of F. W. and Jeanette (Fowler) Sykes, and

four children, Frederick Adnah, Roy Albert, Edith and Robert were born to this union, the two last named dying when quite young. The family reside at No. 4 Scoville court, Ashtabula.

CAPTAIN J. E. REYNOLDS, who was born in St. Clair township, near Port Huron, St. Clair Co., Mich., on March 27, 1862, attained to his first steamboat command in the spring of 1897, and sailed her with such satisfaction to the owners that he was retained in the same office for the season of 1898. He is the son of Bernard and Ann (Hayes) Reynolds, the father a native of County Longford, Ireland, the mother born near Picton, Canada. They were married in Port Huron in 1860. Their other children are Bernard, Jr., Christopher J. (who sailed for a time but is now located on timberland in West Virginia), Margaret A., and Mary A. (who died April 3, 1893). The Captain makes his home with his parents at No. 603 Ontario street, Port Huron, Mich., his father now living retired after having been engaged in the lumber business for many years.

After acquiring a common-school education J. E. Reynolds worked in the lumber camps of B. C. Gill and N. & B. Mills. He then took a business-college course. His lake-faring life began in the spring of 1886, when he shipped as watchman on the steamer Ogemaw, going as wheelsman the second season. During the season of 1888 he was lookout on the Lake Superior transit steamer Vanderbilt, the next season sailing as wheelsman on the steamer Simon Langell, with Capt. Alex. Sinclair. In September he took out pilot's papers and shipped as wheelsman on the steamer Montana. In the spring of 1890 he entered the employ of the Vermont Central Steamship Company as mate of the steamer Alex. McVittie, with Capt. William Rollo, remaining on her two seasons, and transferring to the steamer F. H. Prince, as mate with Capt. David Kiah. The next year he joined the steamer Selwyn Eddy, as mate with Capt. H. Zealand, remaining until July, when he suffered a serious accident and was incapacitated for duty for about three

months, being confined to hospital part of the time. About the middle of October he went to Chicago and joined the steam-monitor Christopher Columbus, as mate under command of Captain McArthur, bearing his share of the responsibility of transporting the enormous number of passengers carried by that noted monitor during the World's Columbian Exposition.

In the spring of 1894, Captain Reynolds came out as mate and pilot of the steamer Marquette, but closed the season as mate of the steamer T. D. Stimson. The next year he came out as mate of the steamer Mariner, and during the season made several changes, going as mate of the steamers Cherokee, Cadillac and Rappahannock. While he was in the last named vessel her tow, the barge Aberdeen, parted her line and went ashore at Point Iroquois, White Fish bay; Captain Reynolds, with a boat's crew, took off the Aberdeen's crew and landed them. He closed this season as mate of the steamer Cleveland, Capt. Daniel Sinclair. In the spring of 1896 he shipped as second mate on the steamer Sitka, left her to go as mate in the steamer Zenith City, and closed the season as mate in the George H. Corliss with Captain Gunderson. In the spring of 1897 Captain Reynolds was appointed master of the steamer H. E. Runnells, which he laid up at Port Huron on December 16. While on the last trip his steamer grounded slightly during a driving snowstorm, and as a matter of precaution he took the crew ashore for the night, all returning to the stranded vessel the next morning, when they succeeded in releasing her.

Captain Reynolds is a member of the Ship Masters Association. He was the first officer to fill the position of chaplain of the Lake Pilots Association, and the first captain of Port Huron Harbor No. 46, of the American Association of Masters and Pilots of Steam Vessels.

FRANK V. HICKEY, marine engineer, has had an extensive experience on ocean, lake and river steamers, and has always given satisfaction in the line of his profession. He was born in 1860 in New York City, son of

John and Ann E. (Houghton) Hickey; his father was a produce merchant and acquired some wealth in that line.

Mr. Hickey attended the public schools of his native city for some years, and after leaving school entered the shop known as Quinties, later going to Delamater's works, in New York City. He also acquired considerable experience in marine repair work in the shops of the Red Star Steamship line. His first actual service on an ocean-going boat was in the spring of 1881, when he shipped as oiler on the Morgan line steamship *Algiers*, plying between New York and New Orleans in the sugar and cotton trade. He remained in that employ three years, in the spring of 1884 transferring his field of operation to the Mississippi river as stoker on the passenger steamers *Queen City* and *City of Pittsburg*. During the winter months he worked in machine shops in New York City or sailed out of that port. The first season Mr. Hickey passed on the lakes was in the employ of Capt. John Corrigan, of Cleveland, on the steamer *Aurora*. The next year he shipped as oiler on the steamer *Progress*, but closed the season as second engineer on the steamer *Northerner*. He spent the winter of 1889-90 in the steamship *Progress* on a voyage around the Horn to San Francisco and Vancouver, thence to China in the *Empress of Japan* and back to Vancouver, where he left his boat and returned to Cleveland. Here he was appointed second engineer of the new steamer *German*, owned by the Menominee Transit Company; in the spring of 1891 he was named second engineer of the steamer *Wawatam*; his next berth was on the steamer *John Craig* as second engineer and was followed by service in the same capacity on the steamers *Inter Ocean* and *William H. Gratwick No. 2*; in 1892 he fitted out the steamer *Henry Chisholm* as second, but when she was laid up in ordinary he was appointed chief engineer of the *Charles J. Kershaw*, closing the season on the *J. H. Outhwaite* as second. The following season he fitted out the *George Presley*, as second, transferred to the *Henry J. Johnson* and closed the season on the

German. He then sailed as chief of the salt-water yacht *Amadeus*, and when she was laid up he went as second on the steamer *John B. Lyon*, in the fall engineering tugs out of Cleveland harbor. In the spring of 1896 he shipped as second engineer of the *Edward Pease*, transferring to the *Inter Ocean*, and thence as chief engineer to the *Henry J. Johnson*, which he laid up at the close of navigation. At the opening of the season of 1897 he went down to Ogdensburg to fit out the steamer *Queen of the West*, of which he had been appointed chief, but he left her to accept a like position on the *Joseph S. Fay*, on which he is engaged at the present time. He has eight issues of engineer's licenses. Mr. Hickey lives at No. 928 Pearl street, Cleveland, Ohio.

CAPTAIN D. W. MATTESON, of Marine City, Mich., has a record of over thirty-six years on the Great Lakes. He was born in Oswego, N. Y., in 1839, son of Capt. Sylvanus Matteson, an expert ship carpenter, who sailed for eleven years and then returned to work in the shipyards.

David W. Matteson spent his early years on a farm, beginning his sailing career in 1859 in the schooner *O. V. Brainard*. In 1860 he was on the schooner *Lively*, remaining on shore part of that season. He was in the schooner *Stephen A. Douglas* when she foundered off Point Betsy, Lake Michigan, on October 30, 1862; this vessel was lost after she had been pumped out and floated, a false bulkhead which had been fitted in her hold to confine the water, giving way and causing the pumps to choke. The accident occurred while the tug *Leviathan* was towing her to Milwaukee, and all on board escaped with the exception of the cook, who was lost, the crew being taken to Chicago in the propeller *Plymouth*; Captain Matteson returned to Oswego in the schooner *Thornton*. The next season he served in the schooner *Republic*, in 1864 being employed in turn on the bark *Margaret R. Goff*, the schooner *Yankee* and the schooner *Idaho*. The next season he helped to fit out the schooner *Eagle Wing* and served in her for some time during the summer, re-

maining on shore part of the season. During the next few years he served as follows: 1866, schooner *Ida*; 1867, schooner *Winnie Wing*; 1868, brig *St. Joe*; 1869, mate of the tow barge *Forester*; 1870, master of the *Forester*; 1871, master of the schooner *John F. Rust*; 1872, master of the schooner *C. G. King*; 1873 to 1877, inclusive, master of the schooner *L. C. Butts*. Subsequently he sailed the barge *Gardner* and the schooners *Hoag*, *Spademan*, *A. T. Bliss* and *Nellie Mason*. He brought out new the schooner *Alverson*, sailing her for two years, after which he commanded the barge *Godfrey* three years, became mate of the steamer *Birckhead* for part of one season, second mate of the steamer *William B. Morley*, and mate in the *Everett* and *Norwalk*. The season of 1896 was his second year in the last-named vessel.

Captain Matteson in 1862 married Miss Mary Watson, of Oswego. They have had three children, Adele, Eva and Emma, of whom Eva is the only one now living; she is the wife of W. T. Young.

CAPTAIN J. MCARTHUR was the commander during the season of 1893, at the time of the Columbian Exposition in Chicago, of the large steam passenger monitor *Christopher Columbus*, and gave every evidence of a clear, strong mind, quick in its application, and a nerve force that stood a very severe strain, as his great boat with its load of humanity plied the waters of Lake Michigan. When it is known that during the continuance of the World's Fair no less than 1,800,000 passengers were carried on his boat with the loss of but a single life, a member of the crew, one can realize the immense responsibility he bore, and the care with which he transported these sightseers. In recognition of his admirable management the commissioners of the Exposition presented him with a fine gold watch; on the back of the case is engraved a miniature of the *Christopher Columbus*, and on the inner side an appropriate inscription. When the *Columbus* was launched and thoroughly fitted out Captain McDougall said to him, "There is your steamboat; take her down to Chicago

and make a success of her." This injunction was literally fulfilled.

Captain McArthur was born in Edwardburg, Ontario, on July 12, 1847, son of Alexander and Barbara (Graham) McArthur. The father was born in Ireland and came to America with his parents, locating in Canada, where he met his wife. During the Canadian rebellion of 1837 he espoused the cause of the patriots, and as a volunteer participated in several of the engagements with the Government troops. Some time after the close of the war he was commissioned pilot on the St. Lawrence river and sailed in the schooners *Traveler*, *Gildersleeve*, *John Munn*, and other vessels, retiring in 1855. Two years later he removed with his family to Goderich, Ont., and purchasing a farm began to till the soil. It was in the spring of 1859 that Mr. McArthur began his lakefaring life as boy on the little standing-keel schooner *Annexation*, of 120 tons burden; she traded between Goderich and Montreal. The same year he served a short term in the schooner *Wilson* and bark *Gem* of Kingston. During the period between 1860 and 1864 he sailed before the mast in the barks *Unadilla* and *Alexander*, the *Groton*, *Minnehaha*, *Minnie Williams*, *Trivola* (which sprang a leak off Oswego and after sailing to Kingston, sank), and bark *Massillon*, and as mate of the schooner *Hercules*. He was one of the crew of the bark *Mary Jane* when she went ashore on Long Point, Lake Erie, and capsized on the beach during a November gale; the entire crew remained at Port Rowan that winter. In the spring of 1864, having decided to turn his attention to steamboating, he went to Buffalo and shipped as wheelsman in the passenger steamer *Empire State*; in 1865 he served as wheelsman in the steamer *Mohawk*; 1866, as second mate in the steamer *Badger State*; 1867, as second mate in the twin-screw steamer *S. D. Colwell*; 1868, in the city of Fremont as second mate; 1869, in the steamer *Meteor*, as second mate; 1870-71, in the *Northern Light* with Capt. M. H. March, closing the latter season, however, in the steamer *Arctic*. In the spring of 1873 he was appointed mate and

pilot of the Canadian steamer *City of Chatham*, plying between Chicago and Montreal in the passenger and freight trade, followed with a season in the same capacity in the propeller *Eastern* about the same route. During the season of 1874 he was mate of the passenger propeller *Benton*, plying between Cleveland, Saginaw and Detroit.

In the spring of 1875 Captain McArthur was appointed master of the *Benton*. The next two seasons he sailed the Canadian steamer *Mary R. Robinson*, in the lumber trade between Chicago, Georgian Bay ports and Quebec, and during the seasons of 1878-79 he sailed the Canadian steamer *Van Allen*, between Chicago, White Lake and Quebec, carrying black walnut lumber and deals. The next spring he went as mate of the steamer *Jim Fiske*, but closed the season as mate of the *City of Duluth*, plying between Chicago and Duluth. In the spring of 1881 he brought out new the steamer *Samuel F. Hodge*, as master. The next season he commanded the steamer *James Davidson*, at that time one of the largest vessels on the lakes. He passed the season of 1883 as master of the steamer *Siberia*, and sailed the *W. R. Whiting* the next three seasons for *Leopold & Austrian*. In 1887 he was appointed master of the steamer *Hiawatha*, which he sailed three seasons, after which he became master of the steamer *Aurora* for a season. In 1891 Captain McArthur entered the employ of the American Steel Barge Company as master of the steam monitor *Colgate Hoyt*. The next season he brought out new the steam monitor *Thomas Wilson*, and in May, 1893, he brought out new the great steam passenger monitor *Christopher Columbus* and made a pronounced success of her as a passenger steamer during the Columbian Exposition. His next command was the monitor *James B. Colgate*. In the spring of 1895 he brought out new the steam monitor *John B. Trevor* as master, and the next season the new steam monitor *Frank Rockefeller*. In 1897 Captain McArthur entered the employ of the Northern Steamship Company as shore captain, was stationed at Duluth. The Captain has been eminently

successful with every vessel of which he has had command, and thrifty with his earnings, having acquired considerable real estate and improved property in Port Huron. He is also a heavy stockholder in the *Kentyre Mining & Smelting Co.*, at Roseland, British Columbia.

Socially, the Captain is a Master Mason, belonging to Pine Grove Lodge, and Huron Chapter, R. A. M. He is also a member of the fraternity of Elks, and he has been a member of the Ship Masters Association from the inception of that order in Port Huron. He carried Pennant No. 78. Captain McArthur was united in marriage, in November, 1870, to Miss Agnes Lean, daughter of James and Eliza Lean, of Teeswater, Ontario. Their children are Madeline; John, who was mate of the steamer *Matoa* in 1897; William, a graduate of *Sarnia Commercial College*; and James and Eunice, both attending the public schools of Port Huron. The family homestead is at No. 1018 Washington street, Port Huron, Michigan.

CHARLES C. CAMPBELL was born in 1841, in Ohio City, now the west side of Cleveland, Ohio, the son of Isaac A. Campbell, who was a carpenter and joiner by trade. His maternal grandfather, Abram Hickox, was one of the first settlers of Cleveland, locating there in 1809, and at one time owned considerable property on Prospect street and Euclid avenue, which is now exceedingly valuable. He was a blacksmith, and his shop was located on the corner of Superior and Seneca streets, a site now occupied by a fine business block. His residence was at the corner of Prospect and Hickox streets, the latter thoroughfare named in his honor.

At the age of eleven years Charles C. Campbell commenced sailing on the lakes as cook on the scow *Mt. Vernon*, and he later shipped as boy on the schooner *Watt Sherman*, with Capt. Hiram Van Tassell. When the Civil war broke out he enlisted in Company D, First O. V. I., but being severely wounded he was discharged August 15, 1862, before his term had expired. He re-enlisted on September 8, of the same

year, becoming a member of the One Hundred and Twenty-eighth O. V. I., with which he served until June, 1865, when he was honorably discharged. During the year 1870 and part of the following year Mr. Campbell was a member of the Cleveland fire department, but in March, 1871, he became deputy collector and inspector at the Cleveland custom house, retaining that position until on May 5, 1878, he received his appointment to the railway mail service. He ran between Pueblo and Canon City, Colo., from June 12 until September 19, when he was transferred to the Santa Fe route, running between Atchison and Wichita, Kans. On the 9th of December he was transferred to Kansas City, and ran between that place and Denver until May, 1882, when he was transferred to Ohio, becoming connected with the Cleveland, Hudson & Columbus route. Resigning from the mail service August 15, 1882, he returned to his former position in the custom house in Cleveland, and there remained until April 30, 1886, when he was appointed lieutenant on the fire-boat J. L. Weatherly, serving as such until 1892, after which until his retirement in 1894, he was stationed at engine house No. 12.

Mr. Campbell was married, in 1866, to Miss Sarah E. Duncan, of South Brooklyn, Ohio, and to them have been born the following named children: Winifred Belle, Charles Corwin, George Allen, Jennie June and Roy Archibald. The family have a pleasant home at No. 120 Scott street, Cleveland.

DETROIT, BELLE ISLE & WINDSOR FERRY COMPANY, DETROIT, MICHIGAN. The history of the ferry business on the Detroit river, from the day of the Indian canoe to the present day of powerful, speedy and commodious steamers, is fairly illustrative of the rise and progress of lake and river navigation throughout the entire chain of inland waterways. Prior to the war of 1812, and, indeed, for several years thereafter, there was little need for any systematic running of boats between the American and Canadian shores; but as this country began to fill up with emigrants and with people from

the eastern States the Canadian border also received its quota of newcomers, and hence it was that for some years prior to 1830 Louis Davenport owned and operated as a ferry line a number of large canoes, charging for each passenger carried a shilling, equal to sixteen and two-thirds cents. He employed three men who were afterward connected with the steam ferries, namely: Capt. Thomas Chilvers, Capt. James Clinton and George Irwin. These canoes carried freight as well as passengers, moving the bulky articles in an emigrant's outfit by lashing two canoes together, and even horses were transported in this manner. In winter time, when the river was solidly frozen over, the canoes were placed on runners, the men pushing them along by hand. At length it became apparent that some more comprehensive scheme of transportation must be provided and what was called the "Horse-Ferry" was put into service. This craft was a large scow having paddle-wheels on the sides connected with and geared to an upright shaft in the middle of the boat, the shaft being moved by a horse traveling slowly around in a circle on the deck. A brief announcement in one of the Detroit papers dated May 4, 1831, states that "The Horse-Ferry has been thoroughly overhauled and is again ready to transport freight across the river at reasonable rates."

The contrivance, however, does not seem to have been very long-lived, for about this time Captain Davenport brought out the steam ferry *Argo*, the first steam vessel to ply regularly between the two shores of the river. The *Argo* was of the very crudest description, consisting of two large canoes fastened together, forming a catamaran, over which a deck was placed to hold the machinery, which comprised a small boiler and an engine having two six-inch cylinders with ten-inch stroke, connected to a main shaft, turning paddle-wheels on either side of the boat. The power was so limited that the boat was unable to make any headway against the current of the river when the wind blew down the stream, and horses and sometimes oxen were employed to tow her along the river banks to her dock. Encouraged by the tol-

erable success of his first steamboat Captain Davenport built the *United*, a boat 80 feet long with 20 feet breadth of beam. She was also a side-wheeler, and at the rates charged, eighteen cents for each passenger and one dollar for a horse and wagon, he did a large business and made money. The *United* was in service only four years when she was made into a tow-boat and sold to Capt. John Pridgeon, who changed her name to the *Alliance*. Later on she was sold to Capt. William P. Campbell, father of Walter E. Campbell, now president of the Ferry Company, and her name again changed, to the *Undine*, but after two or three years she was abandoned, as having outlived her usefulness.

The ventures of Captain Davenport had attracted the attention of others to the ferry business and Dr. George B. Russell put on the route a more pretentious craft, named the *Argo No. 2*. This was also a side-wheel boat, 100 feet long, 20 feet beam, and operated by more powerful machinery than either of her predecessors. She was also equipped with side cabins and some effort was made to provide for the comfort of the passengers. With the exception of two white men the entire crew, including the engineer, consisted of negroes. The *Argo No. 2* was in service for thirty-two years and was a profitable investment. Dr. Russell soon after built the *Windsor*, which was subsequently sold to the Detroit & Milwaukee railroad, and which burned at her dock at the time of the depot fire in 1862. He also built the *Ottawa*, but having too many boats for the traffic she was afterward used for towing.

Next came the *Mohawk*, owned by Capt. Thomas Chilvers, one of the first three iron boats built on the lakes. Her machinery, like that in the first *Argo*, was not powerful enough to handle the craft against both wind and current, and landings had frequently to be made with the aid of horses. She was later turned into a lumber barge and ran between Saginaw and Tonawanda, being ultimately wrecked off Point aux Barques.

In 1858 Capt. William P. Campbell brought out the *Gem*, commanded by Capt.

Thomas Chilvers, which ran between Detroit and Amherstburg for a year, when Captain Campbell announced his intention of engaging in the ferry business. Dr. Russell at this time owned the *Ottawa*, *Windsor* and *Argo No. 2*, and in order to keep Captain Campbell off the route he secured control of all the dockage on the river between the Detroit & Milwaukee and Michigan Central depots. Captain Campbell, however, managed to obtain the city dock at the foot of Woodward avenue, which was just large enough to accommodate the *Gem*, and hanging up a sign reading "One cent fare—no monopoly," he began a lively warfare in the carrying of passengers and freight, eventually getting the cream of the patronage. This was the entrance of the Campbells into the ferry business, and they have been engaged in it, father and son, ever since. Early in 1860 the side-wheel ferry *Essex*, built by Henry and Shadrach Jenkins at Walkerville, made her appearance, being by far the best boat built up to that time. She was sailed by Capt. George Jenkins until 1877, when she was sold to Port Huron parties and put on the route between that city and the opposite port of Sarnia, Ont., continuing in that service for several years; she was later sunk on the St. Clair river below Port Huron.

Captain Campbell brought out the *Detroit* in 1862 under command of Capt. Thomas Chilvers. This was another side-wheeler with the engine on one side of the boat and the boiler on the other, and she was in service until 1875, when she was sent to the boneyard. About this time the attention of everybody engaged in the business was directed to the necessity of some better means of overcoming the obstructions due to ice in winter, and for several seasons the *Clara*, a screw steamer, was used during the winter months, running in the summer between the city and Fort Wayne, and carrying back and forth the troops quartered there. In 1867 the *Favorite*, a screw steamer owned by John Horn, Jr., and sailed by Capt. Lew Horn, made her appearance, but after running for a short time on the ferry route she was used as a tug and river steamer. Another side-wheeler,

the Hope, was built by the Detroit Dry Dock Company for George N. Brady, in 1870; this boat was subsequently changed to a propeller and was in service a number of years.

Two years later Capt. W. R. Clinton, of Windsor, son of James Clinton, who years before swung a large paddle in one of Davenport's canoe ferries, built the Victoria, a boat constructed on almost entirely new lines and especially well calculated to force her way through the very heaviest ice in winter. Her engines were large and powerful and her performance was equal to the anticipations of the Captain. How well he knew what was needed is attested by the fact that the Victoria is one of the seven ferryboats in service to-day, equal to any winter demands that are made on her, and with some slight modifications which experience has shown to be necessary, her model has since been followed in the building of new boats. From this time the building of additional boats went on as follows: 1875, the Fortune, owned by the Campbells; 1876, the Excelsior, and 1880, the Garland, owned by the Horns; 1881, the Sappho, owned by Hiram Walker; 1892, the Promise, and 1895, the Pleasure, owned by the present ferry company. Of the last two boats it may be said that the shape of the hull has been changed from former models so as to offer but little obstruction in passing through ice, and also to enable them to crush the ice from the sides as well as the bow of the boats.

For two or three years prior to 1877 there were a number of rival interests in the ferry business, but in that year the more important ones were brought together under a corporation known as the Detroit & Windsor Ferry Association, which controlled the Hope, owned by George N. Brady; the Victoria, owned by Capt. W. R. Clinton; the Fortune, owned by Capt. Walter E. Campbell, and the Excelsior, owned by Capt. John Horn. This arrangement continued for about four years, when, in 1881, in order to satisfy the claims of the Detroit Dry Dock Company, the Excelsior and Garland were sold at marshal's sale, and the Dry Dock Company organized the Detroit, Belle Isle

& Windsor Ferry Company, with Frederick Schulenburg as manager. In 1883 Capt. John Pridgeon obtained a controlling interest in the company, which he retained until 1891, when he sold out to the present management. The new owners immediately began extensive improvements and additions to the service, overhauling hulls and machinery, repairing docks and rearranging routes so as to best accommodate the public; and their efforts were so well directed that the prejudices against the ferry company which existed a few years ago has disappeared and the public gives an enormous patronage to the superior line of boats running to Belle Isle Park and to various points along the river front. These steamers are largely used for excursion parties to Lake St. Clair, Lake Erie, the St. Clair river, and the many islands above and below the city. The latest addition to the fleet, the Pleasure, is by far the handsomest boat, both in general design and in finish, to be found in similar business on the lakes. She is 140 feet in length, breadth of beam, 39½ feet, at water line 34½ feet; breadth over guards, 52 feet; draught, 14 feet. The Pleasure is provided with a powerful three-cylinder compound engine, the cylinder diameters being 24, 32 and 32 inches, with 24-inch stroke. The engine is in the hold of the vessel, so that the space usually devoted to the engine room only shows the top cylinder heads. The complete fleet of the Ferry Company as at present constituted is as follows: Victoria, Capt. John Foster; Excelsior, Capt. William Carolan; Fortune, Capt. George Horn; Sappho, Capt. John Carey; Garland, Capt. Michael McCune; Promise, Capt. John Wilkinson; Pleasure, Capt. George Shanks. The following are the officers of the Company: President and general manager, Walter E. Campbell; vice-president, Darius N. Avery; secretary and treasurer, Horace W. Avery; superintendent, Albert P. Clinton; chief engineer, Nicholas Huff.

HENRY C. DILGART, who is now holding the important position of engineer of the Cherry street bridge, spanning the broad Maumee river, at Toledo, Ohio, was born

in 1850 on a farm in Springfield township, Lucas Co., Ohio, where he attended school the usual number of years allotted to the youth of that day. He is the son of John C. and Adelema (Thompson) Dilgart, the former of whom, now over seventy-five years of age, still lives on the old homestead farm and is one of the pioneers of Lucas county, having located at Springfield township, three and one-half miles west of the present site of Maumee, in the year 1833, when but eleven years old. After reaching Maumee the head of the family, Henry C. Dilgart (for whom the subject of this sketch is named), procured an ox-team and started for their destination, three and a half miles into the woods. By reason of the obstructions offered to the pioneer of that day it took the travelers three and a half days to reach their new home. The women of the family returned to Maumee at the close of each day to sleep. Mr. Dilgart's mother, who is a daughter of Hon. R. C. Thompson, was also a pioneer, her family going into the depths of the woods and locating in Blissfield county, Mich. The father made the journey with an ox-team, the women of the family going by rail over the old Michigan Southern railroad, which had recently been completed to that point, the rails used being of old-style strap-iron pattern. Both conveyances starting at the same time, the ox-team reached the future home of the pioneers before the railroad train. Some years later Mr. Thompson represented the Blissfield District in the Michigan State Legislature.

Henry C. Dilgart, after finishing his education in the public schools of Toledo, entered the employ of H. C. Moore & Co. to learn the machinist's trade, and remained with that firm five years. In the spring of 1874 he commenced his marine life as second engineer on the tug *Satellite*, owned by L. B. Gunn, of Detroit, and the following spring he shipped as second engineer on the old Northern Transportation line steamer *Prairie State*; after laying her up he finished the season in the tug *Johnnie Stephens*. In the spring of 1876 he was appointed chief engineer of the steamer *Survey*, afterward known as the *Julia*,

owned by Mr. McElroy, of St. Clair, Mich., and on the close of navigation Mr. Dilgart entered the employ of the Smith Bridge Company, in Toledo, later engaging with the Fontaine Engine Works. He also worked two years in the Wabash railroad shops. In 1885 Mr. Dilgart was appointed engineer on the Cherry street bridge, where he remained six years. He then went to Detroit and ran a planer in a shop on Larned street, but was soon appointed engineer of the yacht *Foam*, on St. Clair Lake, which was then plying in the interest of the old Club House. In the spring of 1892 he became chief of the sand steamer *Mulette* and after running her four months went to work for the Toledo Metal Wheel Company. In 1895, the city administration of Toledo going his way again, he was appointed to his old berth on Cherry street bridge, where he has remained up to this time.

Mr. Dilgart was united in marriage on November 22, 1875, to Miss Abbie M. Rogers, daughter of Capt. George F. and Clarissa Rogers, of Marine City, Mich., formerly of Sodus Point, N. Y. The children born to this union are Leo J., Rose A. and Daisie M. The family residence is at No. 420 Manhattan avenue, Toledo, Ohio.

Mr. Dilgart is a member of the Engineers Beneficial Association, the Stationary Engineers Association, the Machinists Union, the Knights of the Maccabees, Lucas Tent No. 50, and the Scotch Division No. 3, Uniform Bank.

WILLIAM GEISLER, a young engineer of good report who has passed the greater part of his marine life on southern rivers and bayous, came to the lakes in 1897, with Capt. C. W. Moore, of Saugatuck, Mich. He is the son of William A. and Matilda Geisler, and was born October 16, 1871, in the city of Berwick, La., where he acquired his public-school education. In the spring of 1887 he shipped as fireman on the steamer *Louisa Storm*, plying between Berwick and Morgan City, on Vermilion Bay, holding that berth two years. After passing a year before the mast on the schooner *Lydia*, trading to Galveston, Texas,

he returned to steamboat life, serving on the stern-wheel steamers *Lone Star*, *Bernie Holmes* and *Oscar G.*, until 1894, when he took out marine engineer's license at New Orleans and was appointed to the *Mollie L.*, a former lake craft, then plying on the Atchafalia river between Morgan City and Catawaba, La. He retained that berth two years, and in 1896 became engineer of the tug *Leah*, which he ran until she foundered, the following season. In June, 1898, Mr. Geisler came to Saugatuck, Mich., and was made second engineer of the new steamer *J. S. Crouse*, plying in the fruit trade between Saugatuck, Douglas and Milwaukee. He has four issues of marine engineer's license.

Mr. Geisler makes his home with his mother, who is still living in Berwick, La. His father died when he was seven years of age.

CAPTAIN E. D. VOSBURGH, was born in 1859, at Bay City, Mich., and there received his education, graduating from the high school of that city. He commenced his career as a sailor at the age of seventeen, serving one season on the tug *McDonald*, owned by Blanchard & Vosburgh; the gentleman last named is his brother and is at present sailing master of the *Rube Richards*. In 1877 the Captain was appointed mate of the *Annie Moiles*, owned by Boutell & Mitchell, and after leaving her, he shipped as mate on the side-wheel steamer *Dove*. He then went to Alpena, Mich., and engaged in the fishing business on the tug *T. Merrill*, the following season returning to the *Dove* as pilot and mate, and taking her up to Lake Superior. On his return he was appointed master of the *E. F. Rose*, which he commanded part of the season, finishing that and the next on the steamer *Raleigh* as mate. Proceeding then to Cleveland, he was appointed master of the tug *L. P. Smith*, in which he remained three seasons, and he was also on the tug *Gregory* part of two seasons. During the centennial year he went to Chicago and entered the employ of Dunham & Company, for which firm he sailed tugs for two seasons. Returning to Cleveland, he again entered the employ of

L. P. & J. A. Smith, going as master of the tug *L. P. Smith*, in which he remained two seasons, and from which he was transferred to the tug *John Gregory*, of which he is master at the present time. Captain Vosburgh is a member of the Tippecanoe Club in Cleveland, and has good opportunity for the enjoyment of much sport.

Some time ago when the schooner *Gen. Burnside* waterlogged and sunk off the harbor at Cleveland, Captain Vosburgh saved the lives of all on board, consisting of the owner, Captain Little, and daughter, of Port Huron, the mate and crew of three men, and a woman cook. The crew of the *Burnside* hung out a signal of distress and Captain Vosburgh ran down to her and passed them his tow-line, but it parted and the crew on the *Burnside* left the wheel. Captain Vosburgh then took a line, swam off to the *Burnside* and attached it, and after taking off the crew and Captain Little and his daughter, towed the vessel as long as he could; when within about three miles of port, however, the *Burnside* gave a plunge and went to the bottom. This act would apparently entitle Captain Vosburgh to the United States life-saving medal, but he appears too diffident to apply for one.

Captain Vosburgh was united in marriage, in 1878, to Miss Emma H. Hartwell, of Bay City, whose brother is connected with the public schools of that place. The parents of both Captain Vosburgh and his wife reside in Bay City.

J. D. KIRBY is a marine engineer who served his apprenticeship in the old Cuyahoga Steam Furnace Company's works, in Cleveland, entering that establishment about thirty-five years ago. He was born in Cleveland on February 29, 1844, a son of James and Jane (Cole) Kirby, the former of whom was a moulder. After spending three years at his apprenticeship Mr. Kirby entered the employ of the Globe Iron Works, and in that establishment and in the shops of the Cleveland Ship Building Company he has been employed, off and on, for over thirty years. His first sailing was done in 1873, when he went out as second engineer of the *Selah Chamberlin*, and following this

he was second of the D. W. Rust one season and chief of her for six seasons. Then he was engineer of the E. B. Hale one year and fitted her out the next, leaving her in the spring of the second year to assume charge of the machinery of the propeller Robert Wallace, on which he remained two seasons and fitted her out for the third. On leaving her he became chief engineer of the Superiorstreet viaduct in Cleveland, and after being engaged thus for two years he served as foreman in the shops of the Cleveland Ship Building Company four years. He then became interested in the Chase Machine Company, where, however, he remained but one summer, returning to the Cleveland Ship Building Company for a short time, and later becoming superintendent of the Ohio Brass & Iron Manufacturing Company; he retained this position for a year, when the works were burned, and he again entered the employ of the Cleveland Ship Building Company, where he has remained since.

In 1868 Mr. Kirby was married to Miss Mahrina H. Lamb, of Cleveland, who died in March, 1873, leaving one child. In 1877 he married Miss Sylvia A. Bigelow, of Cleveland, and they have two children living, James Blaine and Walter. Three children died in infancy, Vina Maud, Frank J. and Hattie.

ALEXANDER ANDERSON is one of the substantial and enterprising citizens of Marine City, Mich., and has attained notable prominence among the builders of good, stanch steamers and sailing vessels of the present day. He was born in the township of Goderich, Huron county, Ontario, October 30, 1845, and is the fourth son of William and Mary (McGarvey) Anderson, the others being James, William and John. The parents were natives of Glasgow, Scotland, where they were married. They took passage to America in the year 1826, and first located in Toronto, residing there about two years, after which the family removed to Goderich township, where the father went into business. The mother's brothers were all sea captains, sailing out of Glasgow many years, and were fairly successful.

After attending the district schools Alexander Anderson engaged himself to learn the trade of carpenter and joiner, and when he had mastered all the details of the business became a contractor and builder, continuing eight years in that line. He then entered the employ of J. J. Hill and assisted in the construction of the barge Sol. Gardner, the Abercorn, N. K. Fairbanks and other vessels, until 1880, when he built the steamer J. P. Donaldson, 521 tons. In 1882 he constructed the passenger steamer R. J. Gordon, 186 tons; in 1883 the J. W. Westcott, 522 tons, and in 1884 hauled out and rebuilt the Sol. Gardner and the barge Brake, and overhauled various other vessels in the yard of Robert Holland. He then went to West Bay City and built the steamer William Stevens, in F. W. Wheeler's yard, engaging that fall in James Davidson's yard, on the construction of the Bulgaria. After the completion of that contract he returned to Wheeler's yard and started the schooner Frank D. Ewen. In 1889 Mr. Anderson returned to Bay City and built for Mr. Holland the steamer P. J. Ralph, 964 tons, in which he owns an interest, also hauling out and rebuilding the Edward H. Jenks. He then purchased the steamer Tempest No. 2, which had been burned on the St. Clair river near Algonac, took her to Marine City, hauled her out and gave her a thorough rebuild. His next steamboats were the New-aygo and Frank W. Fletcher, 936 tons and 495 tons respectively, built in 1890 and 1891; the Alexander Anderson, 738 tons, built for N. Mills and Capt. Harvey J. Kendall in 1892; the Wotan, 886 tons, built for Heard Holstein in 1893; the schooner Biwabik and speedysteamer Unique, 1401 and 381 tons respectively, the next year, followed by the steamer George Farwell, 758 tons; in 1896 he built the schooner Connelly Brothers and two dump scows for sea-coast service and rebuilt the George Lester; in 1897 he rebuilt the tug Thomas Thompson from the keel up. At this writing Mr. Anderson is constructing a steamer to be named the Isaac Lincoln, to the order of A. F. Pierce, of Fremont, and others, to ply in a special trade between Fremont, Ohio, and other ports.

Mr. Anderson was married, in July, 1865, to Miss Mary McCann, daughter of John and Mary (Dunn) McCann, of Sacket's Harbor, N. Y., where her father was a well known shipbuilder. The children born to the union are Mary and Helen, the latter now the wife of Capt. John Jenkins, master of the steamer W. H. Sawyer. The family homestead is on Main street, in Marine City, Mich. Fraternally Mr. Anderson is a Master Mason and a member of the Ancient Order of United Workmen.

CHARLES CARRICK, of Buffalo, is one of the oldest fishermen on the chain of the Great Lakes, and he has been engaged in this occupation since about the year 1860. Mr. Carrick was born near London, England, in June, 1827, and his parents came to the United States, bringing him with them, when he was six years of age. After leaving school he followed various occupations until reaching manhood, and he then drifted into the fishing industry, in which he has been engaged with marked success ever since. He owns a fleet of small boats and two of his sons are interested in the business with him.

Mr. Carrick married Miss Julia Carley, of New York, who was born November 1, 1829. Their children are Mary; William, who is a successful marine engineer, and John and George, who are associated with their father in the fishing business. Another son, Charles, died in infancy.

CAPTAIN MARTIN A. HINRICHSSEN was born in Hamburg, Germany, in 1862, and came with his parents to America at the age of twelve years, the family settling in Baltimore, Md., where Martin attended the public schools until he was fifteen years of age. His first experience in sailing was on salt water out of Baltimore, as fireman on coasting vessels, and he continued thus for some time. He then went to Cleveland, Ohio, and in 1880 shipped on the Minnehaha before the mast, remaining on her for three seasons. In 1884 he shipped as wheelsman on the tug Relief for the full season. In 1885 he made three trips on the David Dows as wheelsman; was on the

Rutter before the mast, and finished the season as mate of the schooner Monitor. His next season was put in as mate of the Wagstaff and before the mast on the barge Republic. In 1887 he entered the employ of J. W. Averill, in the fishing business out of Cleveland for the season, and in the fall of that year he took out pilot's papers and shipped as master of the tug Jesse Enos for one season. He was then transferred to the tug Enterprise, which he sailed three years, in the employ of Crangle & Co., out of Cleveland harbor, and following that he held mate's berth on the schooner Helvetia, closing the season on the Monohansett. In the fall of 1893 he was appointed master of the tug Markwell, for Munson & Sons, in the fishing trade, and held that command three years, until the close of the season of 1896.

On January 3, 1886, Mr. Hinrichsen was united in marriage to Miss Martha M. Ruiter, of Cleveland, formerly of Canada.

DANIEL CONWAY was born in 1847, in Boston, Mass., and attended school in that city until sixteen years of age, when he enlisted in Company A, Ninth New York Heavy Artillery, serving three years with that command. He re-enlisted as a sharpshooter and served nine months. Mr. Conway participated in all the battles of the Potomac army from the Wilderness to Appomattox. After the close of the war he went to school one year, and then commenced work in the Vulcan Iron Works, at Oswego, N. Y., where he remained over a year. His first experience as an engineer was in setting up and running stationary engines, and he was subsequently engaged in tugging for the firms of Smith & Post and Mastin & Murphy. He then went to Kingston, Ontario, to run the new tug Lady Franklin, remaining there until the fall of 1872. In 1873 Mr. Conway came to Cleveland and secured an appointment on the river tug Samson, and the following season he received the appointment with the Bradley line, with which he continued for thirteen years. He was engineer on the Selah Chamberlin when she was lost in collision with the John Pridgeon on Lake Michigan,

off Sheboygan; in this accident there were five lives sacrificed, the balance of the crew reaching the shore in the yawl-boat. Captain Greenlee was in command of the Chamberlin at the time of the accident. Mr. Conway numbers among his best boats the *Corona*, *Raleigh*, *Cormorant*, *Smith Moore*, *Pickands* and others of like class. He was engineer of the *Otego* when she was burned in Green Bay, in which casualty his second engineer lost his life.

Mr. Conway belongs to Stedman Post, G. A. R., and is active in working for the interests of the old soldiers. In 1871 he was united in marriage to Miss Minerva White, at Oswego, New York, and they reside in Cleveland.

CAPTAIN W. H. HUMPHREY, son of William H. and Genettie (Ball) Humphrey, was born February 18, 1844, at Vermilion, Ohio, the birthplace of many men who have gained prominence as masters of lake vessels. He received the education usually allowed to the youth of that day in the district schools of his native place, but he transferred the scenes of his future efforts to the bosom of Lake Erie, running away from home. On April 1, 1861, he found a berth as boy on the old propeller *Cleveland*, plying in the Northern Transportation Company, between Ogdensburg and Chicago and touching at intermediate points. Captain Reed was then in command of the *Cleveland* and he took good care of young Humphrey during the season he remained. In 1862 he again went as boy on the propeller *Wisconsin*, of the same line, remaining throughout that season. In 1863 he shipped as seaman on the schooner *Tracy G. Bronson*, this service being followed by three seasons on the schooner *Exchange* with Captain Rowell. In 1867 he was given mate's berth on the schooner *Exchange* with Capt. M. Thompson, for the season; in 1868 he shipped as mate with Capt. S. Lampoh on the schooner *Escanaba*; in 1869-70 he was mate of the schooner *Negaunee*; and in 1871 mate of the *Alva Bradley*. In the spring of 1872 he was appointed master of the schooner *Leonard Hanna*, which he sailed eight years, and

the length of time he remained in that employ renders it unnecessary to say that he gave good satisfaction throughout.

Captain Humphrey then turned his attention to steamcraft, and in the spring of 1881 he was appointed master of the steamer *Oscar Townsend*; the confidence entertained by the owners in him was but a repetition of his previous experience, as he retained his command seven years, during that time proving himself as capable of handling a steamboat as a sailing vessel. He then transferred to the steamer *R. R. Rhodes*, which he sailed as master one season, the following season serving in the new steamer *Neosho*, and in the spring of 1891 bringing out the new sister ship *Neshoto*, which he continued to sail seven years, laying her up at the close of navigation of 1897. He superintended the construction of the three last-named steamers, which he brought out new—the *R. R. Rhodes*, *Neosho* and *Neshoto*—all of which are well built; he also owned some interest in them. Captain Humphrey has shown himself to be a prudent and careful steamboat master and a man of good business methods, securing quick dispatch in ports. He is a member of the Ship Masters Association, and carries Pennant No. 264. He is also a Master Mason, belonging to Bigelow Lodge, Cleveland.

The Captain was united in marriage to Miss Mary Harley, of Cleveland, in December, 1866, and three children have been born to this union: May I., Everett E. and Louis G. The Captain has acquired some realty during his long career of a quarter of a century as master, and his home is located in the pleasant town of Painesville, Ohio, where he retires during the winter.

CAPTAIN JACOB McDOWELL has had numerous and varied experiences on land and water. He has served many years as master on the lakes, and in the Civil war he also won for himself the rank of Captain, thus giving the title a double significance. He is the son of Alexander and Maria (Smith) McDowell, the former of whom, a native of Ireland, spent the greater part of

his life in America, dying in 1849; he was custom-house officer for many years at Kingston, Ontario. The mother, who was a native of New York State, died in 1871.

Captain McDowell was born April 12, 1834, at Cape Vincent, N. Y. Soon after his birth, however, the family removed to Kingston, Ontario, where they lived for fourteen years, on their return to New York settling at Oswego. Jacob received his education at the schools of Kingston, and then began the marine life to which he has since devoted so much of his time, shipping first on the Hudson as boy for a season, and going on the Annie Winslow for the same length of time. He then served in various capacities on different schooners until 1862, when he enlisted in the Union army, serving in Company K, One Hundred and Sixtieth N. Y. V. I., until August 5, 1865, when he received an honorable discharge at Palmyra, N. Y. During this time his life was marked with much distinction, for he was appointed first lieutenant in June, 1863—this promotion being closely followed by his captain's commission. He was in all the battles fought under Major-General Banks, and had the good fortune to escape from all unwounded, but was confined in Libby prison from the time of the battle of Cedar Creek until February 22, 1865.

Upon his return home Captain McDowell resumed his old occupation and shipped on the schooner Richards as mate, spending the following seasons on the Czar and James C. King as second mate. During the winter of 1869 he went to New Orleans and sailed a small schooner, and then returning to the lakes he took command of the Thomas Mott and John Webber for one season. Following this he visited South America, where he was employed on a yacht owned by the president of Peru, and visited all of the principal ports of the continent. Shipping next out of Liverpool, England, he made several trips to America as second mate of the Isaac Webb, and then served in the same capacity on a bark plying to the West Indies. Again he returned to the lakes and spent two years on the Angus Smith as mate, the three succeeding years filling the same berth on the

Winslow, and the next season on the E. C. Hutchison. The following year he sailed the Moonlight, and during 1888 and 1889 acted as mate on the Queen of the West, transferring the next year to the Griffin to occupy the same berth, which he still holds.

Captain McDowell married Miss Annie Mullett, a native of Switzerland, and they have two children: Nora, who is married and resides in Cleveland, and Ada, who is still in school. The Captain is a member of the Equitable Aid Society of Pennsylvania and of the "Forlorn Hope." John McDowell, his brother, has been master on the lakes for many years, and also served in the Civil war. Another brother, Charles McDowell, has been connected with the First National Bank of Oswego, N. Y., for many years.

CAPTAIN E. TORMEY is one of the most experienced wrecking and towing masters on the lakes. He is the son of George and Kate (Green) Tormey, who sailed from Galway, Ireland, in 1843, for America, locating at Amherstburg, Ontario. The entire journey was made by water. They reached Buffalo by way of the Erie canal, going thence to Amherstburg on a Lake Erie schooner, and on arrival were numbered among the pioneers of that section. Edward Tormey was born April 3, 1845, and after attending the schools provided by the Dominion of Canada for the allotted number of years made himself useful to his parents. His career as a sailor began in 1864, when he shipped as deckhand with Captain Grummond on the tug Dispatch. At the close of the season the captain (since deceased), who is known to have been a very liberal minded man, took young Tormey home and employed him about the house, sending him to school during the winter. The two following seasons he continued on the Despatch, in the capacity of wheelsman and watchman. During the winter of 1866, he returned home and worked in a flouring-mill, in the spring of 1867 returning to the Despatch, as wheelsman with Captain McGuire, whose brother was killed in the naval engagement between the Kearsage and Alabama when that notorious Southern privateer was captured.

Captain Tormey next served on the *L. L. Lyon*, owned by John Demas, and the lake tug *Constitution*, with Captain Lundy, operating at Sault Ste. Marie. He then took passage on the propeller *Portsmouth*, to Buffalo, where he shipped as watch four trips. Leaving the *Portsmouth* at Buffalo he took passage on the *St. Louis* with Captain Goldsmith, for Detroit, where he shipped on the tug *Tawas*, remaining on her until the close of the season. That winter he again lived at Captain Grummond's house, doing chores and going to school.

In the spring of 1868 Captain Tormey again joined the *Despatch* as wheelsman and watch with Capt. Martin Swain, and in 1869-70 he served as mate on that boat. In the winter of 1870-71 he kept ship on Captain Grummond's steamer *Island Queen*, and sailed on her until July 8, plying between Detroit and Gibraltar. He then went as mate with Capt. B. O'Neil, now harbor-master at Detroit, on the lake tug *William A. Moore*. In the spring of 1872 Captain Tormey was appointed master of the *Island Queen*, which had been purchased by Capt. Robert Hackett, sailing her until June, when he joined the *William B. Castle*, closing the season on the *W. A. Moore* as mate with Capt. George Kimball, H. A. Hawgood being chief engineer. On October 1, while on Lake Erie, with four barges in tow, the *Moore* was overtaken by a fierce gale, the lines parted, and the barges *Baltic*, Capt. John Van Norman, and *Adriatic*, Capt. David Murdock, both went down with their entire crews off Port Stanley. There were six men and one woman on the *Baltic* and six men and two women on the *Adriatic*. During this crisis Captain Tormey proved himself equal to the emergency, took charge of the *Moore*, and rendered all the service he could to the other distressed barges. Captain Kendall was afterward appointed on the Detroit police force and was shot and killed while on duty. In the spring of 1873 Captain Tormey again joined the *W. A. Moore* as mate with Capt. M. Madden. In the spring of 1874 he was appointed master of the lake tug *Gen. George B. McClellan* and sailed her two seasons; 1876-77 he sailed the lake tug *Oswego*; 1878 he came out as master of the

Oswego, commanding her until July, when he was appointed master of the passenger steamer *Grace Grummond* (formerly the government survey steamer *Search*), in the excursion business out of Detroit until September. He then resumed command of the *Oswego*, continuing on her until the close of the season of 1880. During the winter he made his home in Detroit, and in the spring of 1881 he brought out new the large wrecking tug *Martin Swain*, which he commanded for nine years in the wrecking and towing business. During this time he had but one mishap; in 1889, while off Bois Blanc Island with the schooners *Marengo* and *Maria Martin* in tow, the propeller *Jay Gould* collided with and sunk the *Martin Swain*. In 1890 Captain Tormey sailed the *Gladiator*, towing rafts and long timber between Saginaw and Buffalo.

In 1891-92 Captain Tormey was re-appointed to the command of the *Martin Swain*, which he also brought out the following season. On one trip the propeller *Fred Mercur* ran down the schooner *John B. Merrill*, which he had in tow, near Bar Point lightship. The *Swain* pulled the schooner into American waters, where she sank. He then transferred to the *Champion* as master for a time and then back to the *Swain*; was next appointed master of the passenger steamer *Michigan*, plying between Mackinaw, Port Huron and Cleveland; took command of the passenger steamer *Atlantic*, which he laid up in Detroit, and went down to Cleveland to assume command of the passenger steamer *Flora*, plying between that city and Port Stanley, which he also laid up at Detroit. During his absence an attachment was issued against the tug *Swain* for the sum of \$20,000, and he ran her over to Amherstburg and left her. He then took charge of the tug *Champion*, closing an eventful season on her during the season of 1894-95 he was mate of the wrecking tug *Favorite*, stationed at Cheboygan, Mich. The next year he came out as master of the steam barge *Haywood*, transferring to the tug *Howard* as master and closing the season as mate on the steam barge *Schoolcraft*. In 1897

he sailed the lake tug Howard until the close of the rafting season, after which he was appointed master of the tug Swain, which had been purchased by Capt. James Davidson, of Bay City, closing the season on her. The Swain always carries a full wrecking outfit, together with an electric plant. Captain Tormey is a member of the Ancient Order of United Workmen and the Fraternal Order of United Friends.

The Captain wedded Miss Mary McMullen, of Amherstburg, Ontario, in 1876, and after her death he was again married, this time, in 1880, to Miss Samantha Chamberlain, of Gibraltar, Mich. To this union has been born three children: James E., who died young; Hattie Lucy, and George W. The family homestead is at No. 64 Elizabeth street West, Detroit.

J. J. CONWAY has passed part of his life afloat and has always taken a deep interest in affairs maritime, he is an ardent member of the Marine Engineers Beneficial Association, and has for the last five years been financial secretary of Milwaukee Lodge No. 9. Mr. Conway is a finished mechanic and has held many positions of honor and trust. He was born in San Francisco, Cal., July 12, 1865, the son of James M. and Anna (Burke) Conway, natives of Great Britain, who came to the United States early in life, locating in Milwaukee, where they were married. Later they removed to San Francisco, returning, however, to Milwaukee, where the father died in 1880. It was in that city that J. J. Conway acquired his public-school education. In 1880, the year that his father died, he became an apprentice of a bridgebuilding firm in whose machine and blacksmith shop he worked for nearly three years. In the spring of 1883 he engaged with the Milwaukee Tugboat line as fireman in the tug J. B. Merrill, transferring to the Starkey, Dexter and J. J. Hagerman, during the three years he continued in their employ. In 1886 he went to work in the machine shop of W. Cross, of Milwaukee, and the next spring became fireman in the tug R. J. Gordon, owned by the Ellsworth Brothers. In the spring of

1888 Mr. Conway applied for and received engineer's license, shipping in the steamer Marshall F. Butters as second engineer, and following with a season in the passenger steamer F. & P. M. No. 2, in the same capacity. The succeeding winter he was placed in charge of the machinery for the construction of the Milwaukee dam. In 1890 he was appointed assistant engineer of the Milwaukee fire steamer No. 1, after sixty days assuming charge of the engine. The next year he became chief engineer of the steamyacht Adele, a fine pleasure boat with triple-expansion engine, owned by Frank Boyd, at the close of the pleasure season taking the position of engineer and electrician of the Becker power house. In 1892 Mr. Conway was transferred to the railroad department of the Edison power house. The next year he entered the employ of the executors of the Martin estate and at once became chief engineer of all machinery attached to their buildings, the new Iron block, the Drake block, the Martin flats and the fine family residence. He has held this position five years, giving universal satisfaction. Mr. Conway has ten issues of engineer's license.

On April 2, 1892, Mr. Conway was married to Miss Johanna Patamythes, daughter of Joseph and Anna (Barnes) Patamythes, of Athens, Greece, and three children have been born to this union: George, Lorain and Marion. Mrs. Conway's father was at one time a salt-water sailor, visiting many climes, and he was mate of lake vessels for many years. The family make their home in the Martin, Milwaukee, Wisconsin.

CAPTAIN DAVID WEST spent the first seven years of his life in Belgium, where he was born August 15, 1843, and upon coming to America he settled with his parents in Detroit, where he has ever since resided. In 1861 he commenced sailing and since that time has devoted the greater part of his life to marine pursuits. He spent his first season as boy on the Starlight, and the following year built a scow which he called by the same name, sailing her five years. He sailed the scow Hummingbird for five seasons and then went on the steam barge

Florence, where he remained two seasons. After serving two years in Ruelle's tug he shipped on the tug Folger, on which he continued for two seasons, thence changing to the Marion Teller, and remaining in her until 1891. He has since had command of the tug Reynolds.

Captain West was married to Miss Mary Rivarde, of Detroit, in 1865, and they had children as follows: Margaret, who is deceased; Kate, married to August King, of St. Clair; Maggie, deceased; Bert, who is master of the Detroiter; Dolly, who still resides at home; Carrie, deceased; and Theodore and Charles, who are attending school at the present time. Mrs. West died in 1890, and on March 15, 1895, the Captain wedded Miss Adeline Prentice, of Detroit. Captain West is a member of the A. O. U. W., and being of a social nature has a large circle of friends in that fraternity as well as in marine society.

CAPTAIN H. M. FICK was born September 11, 1856, at Trenton, Mich., and spent the first fifteen years of his life at that place, removing thence to Battle Creek with his parents, E. and Caroline (Bronson) Fick, both of whom were also natives of the State of Michigan. At an early age Henry shipped on the scow William Parks as boy, with his father, who was captain. He also spent several seasons with his father in the scows Union Star and C. L. Fick, and then went with his uncle, Capt. Peter H. Fick, in the J. D. Morton, as seaman. Later he was in the schooner McDougall, and acted as wheelsman in the propeller Antelope, returning to the McDougall in the same capacity. After two years' service in the Little Jake as mate, he spent one season on the C. L. Fick and the scow Louise, subsequently engaging as seaman upon the Criss Grover, of which he became mate the latter part of the year. He then shipped on the Belle Hanscomb, German and Louise, spent part of a season on the John Wesley, and afterward was employed for a time at the Union Depot dock. Following this he acted as mate of the Lyman Casey, Maize and Adventure, being then given command of the Gerritt Smith, and he commanded the

Maize three seasons, and spent a year each on the Delta, Brooklyn and William Ogden, as master. During 1895 and 1896 he acted as mate on the Ogarita and the Abyssinia.

Captain Fick was married, May 11, 1884, to Miss Margaret Clifford, a sister of Capt. Alexander Clifford, of Detroit. They reside at No. 222 Townsend avenue, in that city.

CAPTAIN T. LEMEY is well-known in Detroit and vicinity as a vesselmaster who has a thorough knowledge of marine work, at which he has been occupied all his active life since his sixteenth year. He is the youngest son of sixteen children born to Alexander and Mary (Campau) Lemey, the former of whom was a native of France, but spent nearly all his life in America. He settled in Detroit at an early day and there built a sawmill on the site now occupied by the "Biddle House." Mr. Lemey died in 1847, at Amherstburg, Ont., and his wife survived him many years, dying in the same place in August, 1885.

Captain Lemey was born September 1, 1845, at Amherstburg, and there spent the first seventeen years of his life. While in his sixteenth year he sailed out of that place on the Dispatch with Capt. S. Grummond, remaining two months in the capacity of deckhand. He then went with Capt. John Edwards in the tug George B. McClellan, spent the following season with Captain Dustin on the side-wheel steamer Dart, and the next season acted as wheelsman of the L. L. Lyon, with Captain Raymean. After leaving this boat he remained on shore one season, but he returned to the water the following year as man before the mast on the Hemisphere, afterwards sailing in the same capacity on the Margaret R. Goff and James F. Joy. After acting as mate on the schooner Dakota, he was given command of the schooner Liberty, and sailed her two seasons, transferring from her to the Maid of the Mist, which he commanded for a year and a half. He then bought an interest in the Mary Amelia, and sailed her during 1874-75, after which he brought out the schooner Adventure. When his connection with this vessel was ended he entered the

employ of A. A. Parker & Bro., and sailed the *Eagle Wing* two seasons; the *Columbian* and *Reuben Dowd* one year each; the *James C. King* five years; and the *Anna Smith*, which was lost in a storm November 28, 1889, on Lake Huron. For the next two years he took the *Minneapolis*, and he has since been in command of the *John Oades*, having now been on her for several seasons.

On May 19, 1868, Captain Lemey was married to Miss Henrietta Miller, who died March 1, 1887. They had two children: *Rosetta*, who died in September, 1895, and *Della*, who is married to William H. Lehman, of Syracuse, New York.

L. SCHREIBER, a finished machinist and boiler maker, whose marine life began in 1891, attained to the position of chief engineer in a comparatively short time, receiving his first license in 1897. He was born in Piqua, Ohio, on October 27, 1864, and is a son of Henry and Veronica (Miller) Schreiber, both of whom were born in Bavaria, Germany, and came to the United States in 1857, locating in Piqua, where the father went into business as a weaver. Lewis Schreiber also learned that trade, serving an apprenticeship in the felt mills of F. Gray & Co., with whom he remained eight years. In 1885 Mr. Schreiber went to Chicago and found employment in Mr. Mason's boiler shop, on North Clinton street, after about a year going to New York for a short time, and on his return to Chicago working in C. Pfeifer's boiler shop. Proceeding to Sacramento, Cal., he entered the employ of the Central Pacific Railway Company there. The next scene of his labor was Winslow, Ariz., where he worked in the Atlantic & Pacific railroad shops. He also passed some time in the Central Pacific shops at Eustice, Texas, building locomotive fire-box boilers. On again returning to Chicago he re-entered the employ of Mr. Mason. In the spring of 1891 Mr. Schreiber shipped as fireman on the steamer *F. S. Butler*, closing the season on the tug *Robbie Dunham*, and following with a season as fireman on the steamer *Bob Teed*. In the spring of 1893 he

shipped as fireman on the tug *L. P. Johnson*, and in 1894 was promoted to the berth of oiler on the steamer *Northern Wave*. After firing the next two seasons on the tug *A. G. Van Schaick*, Mr. Schreiber applied for and was granted marine engineer's license and entered the employ of Commodore J. S. Dunham as second engineer of the lake tug *Perfection*; in 1898 he was promoted to the office of chief engineer on that boat, which he now holds.

Mr. Schreiber makes his home with his parents at Piqua, Ohio. He devotes much of his time and attention during the winter months to the study of works on engineering.

CAPTAIN ANDREW PETERS. The great number of vessels and the diversity of rig and name on which Capt. Andy Peters has sailed in the various capacities of master, mate, wheelsman and seaman will make this biography interesting to all the older sailor men. The Captain was born at Cape Vincent, N. Y., in 1839, and in 1864 was married to Miss Sarah Shares, of Clayton, same State. Ten years previously, in 1854, he commenced his experience as seaman on the sloop *Gull*, Captain Fuller, this being followed by service on other vessels in the order named. In 1855 he was appointed master of the sloop *Odd Fellow*, boating cordwood for the use of steamers trading down the St. Lawrence river, and plying to Ogdensburg and alternate ports in Canada with mowing machines and other agricultural implements. He was also master of the sloop *Anna Frances* this season. In 1856-57 he was mate of the schooner *Northerner*, Captain Desbrough, which ran between Oswego and Ogdensburg and down the St. Lawrence, trading at ports on both sides. In 1857 he was seaman on the schooner *Flying Cloud*, of Clayton, with Captain Bowland, which boat went ashore October 18 in a northwest gale on Presque Isle; she was taken off and went into dry dock at Detroit, at which port she was subsequently loaded with flour and wheat for Ogdensburg; in 1859 she traded between Chicago and Ogdensburg.

In 1860 Mr. Peters became seaman on the schooner *Stephen A. Douglas*, Captain

Turner, and the Ostrich. In 1861 he was seaman on the schooner Willard, Capt. John Tyler; 1862-63, second mate of the schooner Montezuma, Capt. J. Millen; 1864, seaman of the Clayton Bell; 1865, mate under Captain Panford, of the schooner Reindeer; 1866-67, mate of the Mediator, Captain Carry; 1868, mate of the schooner Brooklyn, Captain Tracey; 1869, second mate of the schooner Frank D. Barker, Capt. William Reese; 1870, mate of the schooner Monticello, Captain P. Ryan; 1872, master of the schooner Tom Martin; 1873, mate of the schooner Montcalm; 1874, mate of the schooner Mont Blanc; 1876, mate of the steamers Maine, Capt. Ira Bishop, and Lowell, Captain Berow, and second mate of the schooner Marie Scott, Captain Carter, for one trip to Oswego. Thence returning home he shipped as wheelsman on the propeller City of Toledo, Captain Knapp; in 1877 he was mate of the City of Concord, Capt. H. Brown, owned by Chamberlin. The boats of this line were tied up part of the season, and Captain Peters shipped as second mate on the steamer St. Albans, Captain Knapp. In 1878 he became mate of the steamer City of Concord, Captain Rolow, which traded most of the winter between Chicago and Ludington, making seven trips in January. In 1879 he was mate of the schooner Mont Blanc; 1880, second mate of the schooner Negaunee, Captain Mulholland, one trip; second mate of the steamer Superior, Captain Stone, and mate of the schooner Pelican, Capt. P. Donohue, three trips, being second mate the balance of the steamer City of New York, Capt. John Connors; 1881, mate of the schooner Pelican two trips, then on the schooner Queen City the balance of the season; during the winter he was employed in the Radcliffe shipyard.

In 1882 the Captain served as mate of the Queen City and the steamer Keystone; in 1883 he was mate two trips on the schooner Robert Rhodes, Captain Green, and for the balance of the season was engaged in the Radcliffe shipyard. In 1884 he was second mate on the steamer J. S. Fay, Captain Holmes; 1885, second mate

of the steamer E. B. Hale, Captain Holmes, two trips, and second mate of the steamer Graves, Capt. Dick Millen, which was lost on the North Manitoulin, but Captain Peters was not aboard. In 1886 he was mate on the schooner Ishpeming part of the season and of the schooner Guiding Star, Capt. Billy Griffin, to the close of navigation; in 1887 he helped to fit out the Monterey in the spring and worked in the Radcliffe shipyard; in 1888 he was second mate of the Iron Cliff one trip and with Capt. Sid Millen on the Iron Chief three trips; in 1889 he was watchman on the steamer Joliet, Capt. E. H. Millen, part of the season; 1890, mate of the Andrew J. Smith and J. H. Averill; 1891, watchman on the steamer Henry Chisholm part of the season and returned home sick. He worked in Grover's sail loft during the winter, and in the spring became mate of the steamer St. Louis, Capt. W. S. Carlross. In 1893 he was second mate of the Fedora, Captain Fick, laid her up at Erie July 4, fitted her out again and made two trips. In 1894 he was wheelsman in the steamer Colonial, Captain Stover, till August. In 1895 he shipped in the Quito, but did not sail, and later he shipped in the steamer Michael Groh, Capt. Vick Bonah, towing the Atwater, which was lost on the Manitoulin during the heavy gale on Lake Huron where the Africa and all hands were lost. The Michael Groh blew a soft plug out, and they were forced to pull the fire on her, making for Cheboygan. She was loaded with cedar posts for Detroit, but while on the St. Clair river, *en route*, her steam-chest burst, and she was towed to her destination. In 1896 Captain Peters became second mate on the Robert Wallace, transferring to the Alcona, Capt. George P. Brock, where is now keeping ship.

CAPTAIN WILLIAM JAGENOW, one of the younger lake masters, is gaining a foothold in the marine world which seems to point to a future of success for him in that line of work. He was born April 25, 1865, at Detroit, where he has always made his residence, the son of William and Caroline (Sink) Jagenow, natives of Germany, who

are living at Detroit at the present time. At the early age of fifteen years, Captain Jagenow sailed out of Detroit on the Iron Age, as deckhand, but after a short time was promoted to the position of watchman, which he held throughout the year. The following year he acted as watchman and wheelsman in the same boat and kept ship in the winter, afterward going on the Iron Duke where he kept ship two winters and acted as wheelsman during the summer season. The next year he went in the Glasgow, owned by D. C. Whitney, running between Duluth and Ogdensburg, on which he acted as second mate. In 1884 he entered the employ of Alger, Smith & Co., as second mate on the Schoolcraft, remaining in that boat for two years and receiving promotion to the position of mate the last season. This boat was then sold and he went, as mate, on the Gettysburg for three months while the Volunteer was being built, shipping on her when she came out; he has since remained with her as mate.

On January 11, 1893, the Captain was married to Miss Josephine Sieger, of Detroit, and they have one child, who bears the name of his father and grandfather, William. Captain Jagenow is a member of the A. O. U. W., in Detroit.

WILLIAM CAVANAGH, one of the best qualified and most prominent marine engineers sailing out of Milwaukee, was born in County Monaghan, Ireland, on August 2, 1845, son of Peter and Mary (McNeel) Cavanagh, both natives of the same county. They came to the United States in 1849, locating on a farm in Delaware county, Iowa, where they still live and where William was reared and educated. He remained at home until he reached the age of eighteen years, when he went to Delhi, Iowa, as an apprentice to the blacksmith trade with his uncle Patrick McNeel, remaining but a short time, however, as he went to Manchester to learn the machinist's trade with Mr. N. Denton.

Mr. Cavanagh commenced his career on the lakes as oiler on the side-wheel steamer City of Milwaukee, plying in connection with the Detroit and Milwaukee railroad, and

was on her in November when she collided with and sank the Lac La Belle at South East Bend, St. Clair river, the purser and chief engineer drowning. In 1867 he was engineer of the steamer Mary, engaged in tugging out of Grand Haven. He then stopped ashore, becoming engineer of a sawmill at Port Sheldon, Mich., where he continued until the mill was destroyed by fire three years later, after which he went to Delhi and took charge of the machinery in a distillery. In 1875 he returned to Michigan and ran an engine in one of the Detroit & Milwaukee Railway Company's elevators three years, going thence to Grand Haven, where he became engineer of the tug Jerome. In 1879 he went to Pentwater to run the tug Messenger, following with a season in the steamer Trader. In 1881 he went to Manistee as engineer in Jimmerson, Dempsey & Co.'s sawmill, passing the next year as locomotive engineer on a thirty-five-mile track up the big Manistee, operated by Buckley & Douglas to haul their logs. That winter he was placed in charge of the steamfitting shop of H. Mee, at Manistee, and in the spring became engineer of the tug Crowell. Mr. Cavanagh passed the season of 1884 as engineer of the tug Albion, of Hamblen, Mich., the following spring joining the Ida M. Stevens, of Ludington, which he ran until May, 1886, when he was appointed chief engineer of the steamer Almendinger. In the spring of 1887 he joined the steamer City of New York as chief; 1888, the J. B. Ballentine; 1889, the Cuba, closing on the Campbell; 1890, the steamer Ionia. In October the Ionia, Captain Daniels, and Monteagle, Captain Griffin, came into collision three miles below Wauboshene, no lives being lost, however. In the spring of 1891 Mr. Cavanagh was given chief engineer's berth on the steamer Thomas Davidson, retaining that office two seasons, and in 1893 went on the passenger steamer City of Racine, plying between Chicago and Grand Haven, finishing the season in the steamer Progress. The following season he was in the Hattie B. Perew. Mr. Cavanagh then stopped ashore two years as engineer of the Arc Light Company of the city of Milwaukee,

and in 1897 became engineer for the Wisconsin Milling Company, holding that position until September, 1898, when he joined the steamer Fred Pabst as chief engineer. He has had twenty-five issues of marine engineer's license, and had his license revoked for a year for acting as captain of the tug Messenger, owned by Jacob Fisher, of Pentwater. During his long career he has been usually successful with his machinery and has always enjoyed the confidence of his employers.

Socially, Mr. Cavanagh is a member of the Marine Engineers Beneficial Association, and has been twice elected to the office of vice-president of Milwaukee branch No. 9; he is also a member of the Royal Arcanum. On February 13, 1866, Mr. Cavanagh wedded Miss Ellen Maxwell, of Delaware county, Iowa, and the children born to this union are Mary Ellen, now the wife of James Wilson, a prominent druggist of Manistee, Mich.; Sarah J.; William, chief engineer of the steamer Columbia; John; Frank; James, engineer on the steamer Samoa, who took out license when he reached the age of twenty-one; Catherine, the wife of Mr. Schroeder, a merchant tailor; Peter, who married Mary Griffin, of Milwaukee; Ellen and Esther. The family homestead is at No. 779 Eleventh street, Milwaukee, Wisconsin.

CLARENCE L. PARKER has only been employed as a vessel agent since 1896, but he has spent several years in lumbering, shipping and general marine work, so that his knowledge in that line is ripe, notwithstanding he is still a young man. Mr. Parker was born February 14, 1870, at Hallsport, N. Y., and came to Au Sable, Mich., in 1880, soon afterward finding employment there at tallying lumber. After four years he became inspector, continuing for two years in that position, after which he opened a lumber-shipping and inspecting business in his own name. In 1891 bought an interest in the Richard Martini, which runs from Lake Huron and Georgian Bay ports, and he has retained it up to the present time. Being so closely connected with this line of work he established the vessel

agency in 1896, now handling several schooners and barges.

Mr. Parker was married December 23, 1891, to Miss Anna E. Forsyth, of Hallsport, N. Y. Their only child, Norma E., was born in 1895. Mr. Parker is the son of Lorenzo D. and Mary E. (Van Stan) Parker, natives of New York State, the former of whom died in 1874; the latter resides in Detroit.

E. W. PRINCE, chief engineer of the steamer Iroquois, was born in Heuvelton, St. Lawrence Co., N. Y., in 1843, the son of John Prince, who combined the occupations of wheelwright, cabinetmaker, joiner and carpenter. The family removed to Cleveland when Edwin W. Prince was two years old, and there he attended school up to the age of sixteen, when he commenced learning the machinist's trade in the shop of Blish, Garlick & Co. After spending four years in this establishment he worked at various points, being employed for some time in the shops of the Cleveland & Pittsburgh Railway Company at Wellsville, Ohio. On leaving their employ he commenced sailing as oiler on the propeller New York, of which vessel he became second engineer before the season was over. The next season he was second engineer of the propeller Eclipse, of the Western Transportation Company, and the season following he held the position of chief in the tug Stranger and later in the Winslow. Then he was employed successively in the propeller New York, the tug Quayle, the passenger steamer Northern Light, and again in the New York, becoming chief engineer of the last named boat in July, and continuing as such for three seasons. In 1875 and 1876 he was chief of the old propeller Mineral Rock; 1877, chief of the steambarge Chauncey Hurlburt; 1878-79-80, assistant engineer of the steamer S. E. Sheldon; 1881, chief of the steamer Swan; 1882, chief of the new steamer Robert Wallace; 1883, chief of the steamer Cumberland, and later in the lake tug Goodnow, between Cleveland and Lake Superior ports; 1884-85-86, chief of the steamer David W. Rust; 1887, chief of the steamer Simon Langell. In 1888 and 1889

Mr. Prince was employed in the shops of the Cleveland Ship Building Company, making one trip to Lake Superior in the steamer Superior. Then for six weeks he was chief of the steamer Roumania, and during the season of 1896 served in that capacity on the steamer Iroquois.

Mr. Prince has had many exciting experiences during his career on the lakes. On May 11, 1895, while in the Roumania on Lake Superior, the vessel was caught in a gale, and while she was running for shelter the main steam pipe cracked so that it was in imminent danger of bursting. The pipe was chained at the fracture, but the steam pressure had to be so greatly reduced in order to prevent further accident that the vessel had great difficulty in reaching a place of safety. When land was finally sighted through the blinding snowstorm it was only a few rods away and the storm was driving the vessel rapidly into the breakers. There proved to be sufficient power in the boilers, however, to carry the ship off shore and a harbor was finally made.

In 1862 Mr. Prince married Miss Lottie Elliott, of Cleveland. Their children are Edwin E., William W. and Florence F. One daughter, Lottie M., died in infancy.

CAPTAIN THOMAS EDWARD QUAYLE (deceased) was the eldest son of Thomas and Eleanor (Cannon) Quayle. He was born at Newburg, Ohio, in 1836, and received his education in the public schools, after graduation going to work in his father's shipyard. In 1858, the year so many lake-vessels crossed the ocean, he sailed for England as supercargo on the bark D. C. Pierce, built by his father. She was loaded with oak staves and was one of a large fleet of lake vessels consigned to ports in England. The venture proved fairly profitable, and after attaining to the command of the vessel Captain Quayle made several trips up the Mediterranean, through the Dardanelles, into the Black sea, and up the river Danube in the grain trade. In 1861, about the time of the breaking out of the Civil war, he sailed from Cuba as master of the bark D. C. Pierce, with a cargo of sugar consigned to England, but encounter-

ing terrific storms his boat was dismantled and he was obliged to put in at Norfolk, Va., for repairs, as she was so worm-eaten as to be almost unseaworthy. At this time Capt. Charles Gale, a pioneer lake master and a navigator who had made voyages to English and Continental ports, joined Mr. Quayle at Norfolk to assist by his experience in rehabilitating the bark, taking his daughter Anna with him. This was a romantic episode in the life of Miss Anna, and she became the wife of Mr. Quayle at the close of the war.

After spending about \$4,000 for repairs on the D. C. Pierce she was released from dry dock and ready to sail, when Fort Sumter was fired upon and the war of the Rebellion opened in earnest. Before the bark could clear a force of Confederates boarded and scuttled her, and Capts. Thomas Quayle and Charles Gale, together with the crew, were arrested and confined in the courthouse on the charge of being Northern sympathizers. Through the influence of friends Captain Gale was released, and some days later Captain Quayle and his ship's company succeeded in making their escape and went on board the frigate Minnesota, which was then lying at anchor in Hampton Roads. All enlisted, and the Captain was assigned to the gunboat Whitehead, in the capacity of master's mate, where he served until the close of the war. The Whitehead was one of the blockading fleet and in service for the most part on the Albemarle and Pamlico Sounds. At the close of the war Captain Quayle returned to Cleveland and employed himself as manager of his father's shipyard, until 1873, when John Martin, of the shipbuilding firm of Quayle & Martin, died. His father then re-organized the company by taking into partnership two of his sons, Thomas E. and George L., the firm name being Thomas Quayle & Sons until 1879, when the father retired from active business, thus making room for another son, William H. The firm then adopted the style of Thomas Quayles Sons, which continued in force until 1890, when work was discontinued at the shipyard and Thomas E. Quayle retired from active business.

Captain Quayle was a Royal Arch Mason and high priest of Thatcher Chapter at the time of his death, which occurred August 15, 1896. In his business life he was honorable and upright in all dealings, and in the shipyard he exhibited many of the qualifications of a good general, securing from the men in his employ ready and willing support and general good-will. Socially he was most genial and true, and highly honored by all who knew him. He was a devoted husband and kind, indulgent father. At the time of his death the following lines were presented to Thatcher Chapter, Royal Arch Masons, by his wife:

IN MEMORIAM.

THOMAS EDWARD QUAYLE.

HIGH PRIEST OF THATCHER CHAPTER, NO. 101,
R. A. M.

JULY 26, 1836, AUGUST 15, 1896.

The flag floats half way down the good ship's mast,
For he who gave her each strong attribute
And shared with her his own esteemed repute
Lies in the silence which is termed "the last."

The wave is dark; the sky is overcast;
We bow our drooping heads in last salute;
We speak our broken words, but he is mute;
His ship has weighed her anchor and is passed.

But hark! from distant shores there cries "A sail!"
And greetings of a joyful company
Cry "Welcome"! that he comes through calm and
gale

To that fair harbor. Surely if this be
It shall be said of none of us that we
Deplore thy last voyage, Thomas Edward Quayle.

Presented to Thatcher Chapter by
ANNA L. QUAYLE.

On July 20, 1865, Captain Quayle was united in marriage to Miss Anna Gale, the talented daughter of Capt. Chas. Gale, a pioneer lake master, to which union one son, Charles Edward, and two daughters, Frances Estelle and Jessie Mabel, were born, whom the father and mother loved as the chiefest ornaments of their home. On January 3, 1897, the home circle was again broken by the death of Mabel, at their summer home in Mobile, Ala., when she was aged eighteen years.

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CAPTAIN A. M. SHEPHARD may be designated as a master mariner who has made a success of the calling he has followed for over thirty-eight years, both as regards skill in handling his steamers and in a financial way. He is the son of Robert and Nancy (Neild) Shephard and was born March 14, 1846, in Manchester, England, of which city his parents were also natives. They came to the United States in 1847, locating first in Rochester, N. Y., and removed thence to Dover, Ontario. Later they returned to England, but after five years came again to America, this time locating at Bruce, Ontario, whence they removed to Goderich, same Province, and finally to Buffalo, N. Y. The mother died in that city in 1875.

It was in the public schools of Goderich and Buffalo that Captain Shephard acquired his education, and in the spring of 1860, when fourteen years old, he first shipped in the schooner Wilson, out of Goderich. The next year he went to work in a loft, where he gained much practical knowledge of rigging and sailmaking, and at the opening of navigation he shipped as boy in the schooner Maitland with Captain Donay, remaining on her until July, 1862, when he joined the bark Constitution, commanded by Captain Kenneston. She went ashore in November, on Lake Erie, between Conneaut and Ashtabula, the crew being taken off by the tug Leviathan and landed at Buffalo. In 1863 Captain Shephard shipped before the mast on the schooner Tecumseh, of Goderich, leaving her in August to accept the berth of second mate on the bark Nucleus, from which he transferred to the E. W. Cross and Racer. In the spring of 1864 he again joined the Tecumseh and this time remained on her three seasons, the two following seasons serving as mate of the schooner N. C. Ford. Having then determined to learn to handle steam propelled vessels he shipped as watchman on the Keweenaw, being promoted to the office of second mate and mate the next year, and retaining mate's berth until the close of the season of 1872. In the spring of 1873 he was appointed master of the Keweenaw, which he sailed five consecutive

seasons. In 1878 he took command of the steamer *Northerner*. The next spring he came out as mate of the *Jay Gould*, but closed the season in the *Empire State*. In the spring of 1880 he was again appointed master of the *Northerner* and sailed her until she was destroyed by fire in November, 1886, making eighteen years that he was in Captain Ward's employ. In 1887 he assumed command of the steamer *Osceola*, and sailed her until July, when he entered the employ of the *Wilson Transit Company*, bringing out the new steamer *Missoula*, and continuing on her as master until in the spring of 1889, when he brought out new the steamer *Olympia*, in which he owns an interest, and which he has sailed in the package freight business nine consecutive seasons with good business success. It will be observed that the Captain does not believe in changing employers to gain experience, and that he has succeeded in keeping his vessels off the beach. He has twenty-six issues of first-class papers.

Socially, the Captain is a *Royal Arch Mason* and a member of the *Ship Masters Association*, carrying Pennant No. 556.

On January 13, 1875, Captain Shephard was united by marriage to Miss Emily Middleton, youngest daughter of Charles Middleton, of Bayfield, Ontario. The children born to this union are: Marion, Fred C., Emily and Helen. Their homestead is in Goderich, Ontario.

CAPTAIN DANIEL MCFARLANE, of Delray, Mich., who has been in command of the *M. I. Wilcox* since 1891, was born November 19, 1853, at Mount Forest, Ont., and at that place spent the first fifteen years of his life. He is the son of Hugh and Flora (McIntyre) McFarlane, natives of Scotland, who are residing at the present time in Windsor, Ont. The father has been a ship-carpenter and sailor the greater part of his life.

When sixteen years of age Daniel McFarlane decided to follow the life of a sailor, and shipped on the *Sophia J. Luff*, running from Detroit to Ogdensburg, spending part of a season upon this boat as boy, and finishing the year on the barge *Venus*. The

following season he spent three months in the spring on the *Nebraska*, transferring from her to the schooner *Camden*, where he served before the mast. He was then mate of the *New Dominion*, of Toronto, three years, and later served in the capacity of seaman on the *Helena*, *Niagara*, *Lucerne*, barge *Guiding Star* and schooner *Guiding Star*, after which he was given the position of second mate on the *Daniel G. Fort*. From this boat he came on the *Unadilla*, on which he served before the mast four years and acted as mate one year, and he was then on the *Richard Morwood* one season, and mate of the *Philo Scoville* for one and a half years. After holding the berth of second mate on the *Edward Kelly* and mate on the *Canton*, he was given his present position, that of master on the *M. I. Wilcox*, being in the employ of the *Michigan Wreck & Salvage Co.*

On June 4, 1890, Captain McFarlane was married to Miss Margaret Buchanan, a sister of Hugh Buchanan, chief engineer of the *Ira Owen*. They have two children: Walter D. and Janette.

CAPTAIN JAMES MCKERRALL, of Cleveland, was born in Bangor, Ireland, in 1839. His father, also named James, was an ocean sailor, and died of yellow fever in the West Indies. The Captain commenced sailing at the age of twenty-one as steward of the bark *Standard*, an ocean vessel, later shipping on the *Golden Era* and the *Lightning* in turn, going to Melbourne, Australia, where he ran away to the gold diggings for three months. He next shipped on the *Pioneer*, a very speedy vessel, which held the record at that time of having made the quickest trip from Melbourne to the Line. Then he joined the ship *America*, making a trip to *Appalachicola* for cotton, and his next voyage was to Bombay as second mate in the *Rosalie*. On returning to England he engaged to go again on the ship *America*, which was waiting for orders, and he remained at his home in Bangor prepared to go when she was ready. When he received notice that the vessel was to sail Mr. McKerrall started for the point of departure, but he missed the boat that was to carry

him there and the *America* sailed without him; soon afterward he learned that she was lost with all hands on the trip. Having missed this vessel he shipped on another belonging to the same line and made a voyage round the Horn and up to Puget Sound, to Australia and back to England, where he joined the ship *Sir Jmsetgee Custegee*, making the trip to Bombay. Following this he sailed in an opium clipper, returning to Bombay, and next sailed to Quebec in the ship *Elmira*, on the return voyage being driven by a furious gale into a harbor near Holyhead, and there going aground in sight of eleven other wrecked vessels. A tug was finally secured to tow the vessel to port, but before reaching it she seemed to drag heavily on the bottom, and it was found that a portion of the mizzen mast had gone through the hull of the ship when the masts went overboard. At the conclusion of this trip Mr. McKerrall returned to Bangor, where he married Miss Jane Phillips Hassan. They have had three children: William Hassan, who is a successful dentist, having an office on Euclid avenue, Cleveland; John, a machinist, and James, Jr., who died at the age of eighteen years.

Mr. McKerrall now made his last ocean voyage, going to Cadiz, Spain, on the steamer *St. Patrick*, with a load of convicts for Little Fish Bay, on the coast of Africa. The convicts planned to mutiny and seize the vessel, but their designs were discovered and the protection of a British warship sought, the ringleaders being taken off their vessel. Our subject was at *St. Paul de Loando* on this voyage when the explorer Livingston left Africa for his home, a bent and grizzled old man. On the completion of this trip Mr. McKerrall brought his family to the United States, coming in the schooner *William Topscott*, and at once commenced life on the lakes. Joining the schooner *Clayton Belle* he sailed in her two seasons, becoming first mate. After serving a short time in a small schooner from Buffalo he became mate on the schooner *George Sherman*, the *W. W. Arnold* and the *Empire State*, in turn, later serving in the same capacity on the *Southwest* (three years), *Edward Kelly* (five years), *E. Fitz-*

gerald, *Sophia Minch*, *Sunrise*, bark *Sunny-side* and schooner *Gilmore*. At this time he made a trip to the old country to see his mother and father. Returning he remained on shore for three years, employed in Chicago, St. Louis, and Austin, Texas, and finally shipped as mate of the schooner *Constitution*, transferring from her to the schooner *Mineral State* as master, and subsequently serving as mate of the steamer *James F. Shrigley*, second mate of the *Tuttle*, and mate of the steamer *H. B. Tuttle*. This closed his sailing career, and he accepted the position with the *Hill Clutch Works*, of Cleveland, which he still retains, having charge of the store room of the works.

P. CANTON, marine engineer, of Detroit, has had many thrilling experiences. His father, Henry Canton, was born in Canada and there lived the greater part of his life, his death occurring in 1892, at Quebec. For many years he was employed as ship carpenter on English vessels.

P. Canton was born July 11, 1858, at Quebec, Canada, at which place he received his education, attending the public schools until 1871, when he entered a machine shop in the same city and served an apprenticeship of three and a half years. On leaving this place he shipped on the *Vandolana*, a salt-water vessel running to all points of the globe, upon which he remained two years, serving as oiler and third engineer. For the next three years he was second engineer on the *Carmona*, a vessel of the same line, transferring from her to the *Roslyn Castle*, a Scotch steamer visiting many of the important ports of Europe, on which, in the capacity of third engineer, he served three years. From her he went to the *Palma* as chief engineer for two years, at the end of this time leaving salt water and coming to the lakes. His first position was on the *Argyle*, a Canadian boat owned at St. Catharines, on which he only stayed part of a season, and he then went on the *Indian*, which was owned at Kingston, Ont., and was engaged in the lumber business. For three years he was employed at Detroit on ferryboats, among them the *Hope*,

Excelsior and Sappho, and for the year and a half following he was on a Detroit river tug, the Crusader, as second engineer. In the succeeding years he was on the Iron Age, New Orleans, John Craig, and Charles W. Wetmore, upon which he went from Duluth to Liverpool, England, and back to America. Returning to the lakes he went on the Sitka, was chief of the Brockway, and in 1896 came to the Mariska as chief, having served the season of 1895 upon the same boat as second engineer.

Mr. Canton was married, January 7, 1884, to Miss Mary Cummings, and they have four children: Wilfred, Ethel, Etta, and Mary. Mr. Canton has been fortunate while on the lakes, never having been connected with any accident of a serious nature. He suffered shipwreck on salt water, however, while on the Bahama, in the Gulf Stream, when twenty-three lives were lost.

CAPTAIN PHILLIP SCHIED, a former resident of Cleveland, now doing business at Ashtabula harbor as marine manager of the Ashtabula Towing Company, is, as Sir Walter Scott would say, "a tall man of genial disposition." Having adopted good business methods he is well liked by the officers of the tugs under his direction and also by the captains of the many vessels putting in at the port at Ashtabula. A son of Phillip and Christina (Miller) Schied, he was born in Cleveland on April 15, 1857, and after attending the public schools in his native city, entered the employ of John Thomson to learn the steamfitting trade.

In the spring of 1872 Captain Schied shipped as fireman on the steamer Levi Johnson, then managed by Pennington & Warner, remaining two seasons. He was employed the season of 1874 as fireman on the W. B. Scott and the next two years in the same capacity on the tug Peter Smith. In the spring of 1877 he began work for the Standard Oil Company as fireman on the tug Standard, and taking out his engineer's license that winter, he was in 1878 appointed chief engineer of the tug R. K. Hawley. His next berth was on the tug Mary Virginia, formerly the George W. Lorimer, as engineer. In the spring of 1880 he brought

out the tug Effie L., as chief, engineering her eighteen months, and when she was sold he was appointed engineer of the tug Forest City, in which he remained another period of eighteen months. In 1883 he was appointed engineer of the tug Charles Castle, then owned by W. A. Collier and others, remaining on her four seasons. During the winter of 1886 he took out pilot's papers, and the following spring brought out the tug William Dean, as master, sailing her part of the season and then transferring to his old boat, the Charles Castle, continuing in her until the close of navigation in 1888. In the spring of 1889 Captain Schied was appointed master of the H. L. Chamberlin, of the Vessel Owners Towing line, and sailed her until June 15, 1893, when he went to Buffalo and brought out new the fire tug William Kennedy, which he sailed three years. In 1896 he was appointed marine superintendent of the Ashtabula Towing Company, stationed at Ashtabula harbor, where he has under his direction the tugs Sunol, William D., Kunkle Brothers, John Gordon, Red Cloud and Kittie Downs, holding himself in readiness to assume command of any of these as occasion may require. He has nineteen issues of marine engineer's license and fifteen issues of pilot's papers. Socially the Captain is a Master Mason, a member of Pearl Council No. 513, Royal Arcanum; and of Pearl Tent, No. 23, K. O. T. M.

In November, 1877, Captain Schied married Miss Celia, daughter of John and Catherine Merrick, of Toledo, Ohio, and to this union have been born two sons, Merrick M. and Austin P. The family residence is at No. 7 Spruce street, Ashtabula, Ohio.

WILLIAM P. WENNER is an engineer of good reputation on the lakes and one thoroughly acquainted with that branch of the marine industry. At the present time he resides at No. 664 Clinton avenue, Detroit, and during season acts as engineer of the Gettysburg for Alger, Smith & Co., in whose employ he has been for many years.

Mr. Wenner was born June 13, 1854, at Marshall, Mich., but at that place lived only one year, his parents removing to De-

catur, same State, where he received his education and resided for fifteen years. Having completed his schooling he came to Detroit and entered the Frontier Iron Works, where he served an apprenticeship of four years to the machinist's trade, and he has since been engaged in the engine rooms of various boats. He spent three seasons in the tug *Torrent* as second engineer and then went on the *Manistique* in the same position, remaining one and a half seasons and finishing his second season in the same position on the *Kitty M. Forbes*. After two years' service on the *Merrimac*, of the Inter Ocean line, and one season on the *Volunteer*, he came into the present employ, shipping on the *Gettysburg* at the very beginning. While on the *Kitty M. Forbes* he was shipwrecked on Outer island, Lake Superior, but otherwise he has been exceedingly fortunate as to accidents of a serious nature.

In 1875 Mr. Wenner was married to Miss Jessie Cronenweth, a daughter of John Cronenweth, a marine engineer of Detroit, and to their union have been born six children: John, William, Earl, Harold, Jessie and Isoria, all of whom reside at home. Mr. Wenner is a member of the Marine Engineers Beneficial Association and the Stationary Engineers Association, of Detroit.

CAPTAIN W. McCULLOUGH, of Detroit, Mich., was born October 10, 1861, at St. Catharines, Ontario, and lived at that place until he was one year old, when his parents removed to Port Huron, Mich., and where he grew to manhood. He is the son of Robert and Christina (Ferguson) McCullough, natives of Glasgow and Edinburgh, Scotland, respectively, the former of whom was a ship carpenter all his life; he died July 15, 1885, the mother on February 20, 1892.

Captain McCullough serves a double mission in marine work, for besides being owner and vessel master, he is a diver and spends the greater part of his time in business necessitating that work. At the early age of eleven years he began sailor's life by shipping on the schooner *Christina*, built by his father and running out of Port Huron,

upon which he acted as cook. He then went on the *Sweden*, before the mast and for several seasons served in that capacity on the schooners running between Buffalo and Chicago, and afterward entering the employ of the Cosat Wrecking Company, of New York. He spent two seasons on the steamer *Rescue* and then bought the *Rosella*, which he sailed for four seasons. When he sold this boat he built the scow *L. B. Forester*, on which he has now been for nine seasons, engaged in the wrecking business.

Captain McCullough was married on June 6, 1892, to Miss Minnie Flanagan, of Port Huron.

CAPTAIN FRANK ELLIOTT is a descendant of an old family of master mariners who have sailed the lakes for many years, and he also has attained much renown as a successful shipmaster, having commenced his lakefaring life when but a boy thirteen years of age. He was born in Port Burwell, Ont., on January 28, 1862, son of John and Amanda (Matthews) Elliott, who came to the United States in 1865, locating in Bay City, Mich. The father was master and owner of many vessels, among them the brig *Burlington*, schooner *J. B. Skinner* and others, mention of which have been made elsewhere.

Frank Elliott, after attending the schools of Bay City until 1875, gained his early experience in sailing on various yachts, some of which he owned, notably the *Swan*. In the spring of 1880 he shipped as wheelsman on the steamer *Waldo Avery* with Capt. S. Stratton, later receiving promotion to the office of mate and remaining in her three seasons. In 1883 he was appointed master of the tug *Rumage*, which he sailed two seasons, and his next boat was the *Ella Smith*, following which he was on the *Sarah Smith*, *Annie Moiles* and *Peter Smith*. In the spring of 1893 Captain Elliot was appointed master of the steamer *Manistique*, which he sailed two seasons, succeeding in 1895 to the command of the tug *Niagara*, and closing that season in the *George W. Morley*. In the spring of 1896 he entered the employ of Capt. B. Boutell as master

of the steamer Boscobel, and sailed her until September, 1897, when he resigned to take charge of the steamer John Spry, owned by the John Spry Lumber Company, which he has since commanded, laying her up at the close of navigation in 1898. Captain Elliott socially is a thirty-second-degree Mason, having passed through all the subordinate degrees. In all of his experience as master of steamboats he has been exceedingly fortunate, never having lost a man or vessel. His home port is Bay City, Michigan.

CAPTAIN C. W. LOCKWOOD, a noted ocean and lake navigator, and a master of wide experience, is a descendant of a family of shipbuilders doing business at Ashtabula, Ohio. He was born in that city on March 13, 1836, and is the son of Edmund and Elizabeth (Wilkins) Lockwood, who had four children—Charles W., Edward W., Eugene, and Ellen, now Mrs. Felix Perew, of Ashtabula. The father was born in Onondaga county, N. Y., son of James Lockwood, who removed with his family to Ashtabula in 1808, transporting the household effects by ox-team. The great-grandfather emigrated to the United States from England with two brothers, Erastus and Garrett, in the year 1668. After the arrival of the family at their new home in Ohio, Edmund Lockwood and his brother, who had learned the shipbuilding trade, opened a shipyard and took contracts for the construction of vessels, the first one launched by them being the schooner Whittlesey, in 1834. Then followed the Windom and Convoy, which they built near Conneaut; the steamer Julia Palmer, at Monroe, Mich.; the brig Joshua R. Giddings, at Ashtabula; the R. R. Johnson and Snell, at Fairport; the Ontonagon and Falena Mills, at Madison, Ohio; the schooner Dahlia, full-rigged brig Oleander, brigs Constellation and Chicago, at Ashtabula. The father then purchased the tug Lady Franklin, which he rebuilt and sailed, and later built the tug George B. McClellan, for Captain Lunday, of Cleveland, which was his last boat; he made the model, however, for the Edwin Harmon in 1866.

Charles W. Lockwood attended the schools of his native place and studied for one term at the Kingsville Academy, after which he worked one year in the shipyard with his father. In the spring of 1853 it was his pleasure to adopt the career of a sailor, and he shipped on the brig Powhatan, remaining the entire season. The next spring he went before the mast on the schooner Puritan, was made second mate in July, changed to the schooner J. G. King as mate, and then to the brig Monteith, which was soon after wrecked near Fairport. He closed the season on the schooner Petrel, which he left in Grand Traverse Bay, December 9, and walked about one hundred miles through the forest to Croton, Mich., thence to Kalamazoo, where he secured transportation for Buffalo. In the spring of 1855 he shipped on the brig Empire State, as seaman, and was promoted to second mate, holding that berth until September and finishing the season on the brig Boston.

In 1856 Captain Lockwood went to San Francisco, Cal., and thence to Forbestown, where he worked in the gold mines some months. Not striking it very rich, he returned to San Francisco and shipped on the bark Ivanona, in the coasting trade, after the first trip receiving promotion to the office of mate and holding that berth eighteen months, until he joined the schooner Isabelle Ebbitts, also as mate. He was then appointed master of the Far West, sailing her until 1859, when he was given the J. K. F. Mansfield to sail, continuing on her nine months, and subsequently for six months on the James E. Murdock; he also sailed the schooner Sovereign, all for the same owner, and the brig Coricoa. He then took the schooner Augusta as master on speculation to Frazier river, during the trouble in that region, and brought down a load of passengers. In 1861 he came out as master of the brig Wolcott, sailing her the entire year.

In 1862 the Captain left the coasting trade and joined, as second mate, the full-rigged ship Hemisphere, San Francisco to Hong Kong, China, during this voyage of eight months finishing his studies in navigation. He then shipped on the schooner

Mary, on a voyage to the Armour river with a cargo of provisions for a government station. In 1863 he was appointed master of the schooner *Brilliant*, and afterward of the *James E. Murdock*. In April, while riding out a gale at anchor, the *Murdock* parted her mooring chains and went ashore near Noyo river, above Mendocino. When the sea went down he tightened her up and recaulked her, got her on ways, launched her and took her to San Francisco. On June 12, after accounting to the owner, he took passage on the steamer *Moses Taylor* and returned to New York, thence to the lakes, and shipped on the bark *Golden Fleece*. In the spring of 1864 he engaged as mate of the schooner *Gen. Franz Sigel*, but before the season was far advanced he went to New York and shipped as mate of the brig *Neponsite*, bound for Mediterranean ports, the voyage lasting about eleven months. On his return to the lakes the next year he sailed as mate on the schooner *Dauntless*, closing the season as master of the bark *Fame*. In the winter of 1866 Captain Lockwood took out steamboat papers and came out in the steamer *Mendota* and the *G. L. Newman*. On leaving this berth he went to Boston and made voyages in the coasting trade between that port, Philadelphia and New Orleans in the bark *Mechanic*. He passed the next year in the marine insurance business in New York, and in 1868 engaged in the roofing business until September, when he sold out and shipped on the *Ward J. Parks*, of Boston, bound for Mediterranean ports. During this voyage the ship had all kinds of weather, and small-pox having broken out, the crew was short-handed; during the prevalence of a hurricane the Captain stood a trick of fourteen hours at the wheel, and he was on duty for six weeks without turning in. The vessel had a cargo of raisins valued at \$250,000. On returning to the lakes the next spring he joined the schooner *Delaware* as mate, closing the season as master. He sailed the schooner *Vanderbilt* in 1870, at the end of the season proceeding to New York and joining the schooner *Annie Bliss*, in the West India trade, with which he remained two years. In 1873 he was mate of the *Mocking Bird* on the lakes; 1874, mate of the schooner

J. D. Sawyer. 1875, mate of the schooner *A. W. Smith*, in the coasting trade on the Atlantic; 1876, master of the schooner *R. E. White*, in the wood trade between ports in Virginia; 1877, mate of the steamer *City of Dallas*, of the Mallory line, out of New York. In the spring of 1878 he was appointed master of the schooner *John Schutte*, of Green Bay, Wis., and took her down to the Atlantic on a voyage to Gloucester, England, with deals, returning to Wilmington, N. C. His next voyage was to Hamburg (with naval stores) and return to New York (with phosphate), and was followed by a voyage to London and return to Wilmington, N. C., then to Riga, Russia, on the Baltic Sea, thence to Portsmouth, England, engaging in the coasting trade to Sunderland, where he loaded coal at \$2.50 per ton, gold, for the West Indies. He then took sugar for Montreal, loading salt for Chicago, and arriving there in September, 1880, by way of the St. Lawrence river. This was the last of the Captain's voyaging on the ocean.

In 1881 he became mate and then master of the schooner *Maria Martin*; he sailed the *Colonel Cook* the next three seasons; in 1884 the *J. S. Richards*; the *H. P. Baldwin* four seasons; in 1887 the *M. E. Tremble*; in 1888 the *George W. Adams*; in 1889 the *J. G. Masten*, *Thomas Quayle* and *Frank Perrew*; the *B. L. Pennington* four seasons; in 1895 was mate of the steamer *Bulgaria*; in 1896 mate of the steamer *Nahant*, and in 1897 master of the schooner *Columbia* for part of the season. He has thirteen issues of lake licenses and a number of salt-water papers, which give him an enviable record as a seaman and navigator who is never at a loss to define his position on the water, a fact which will be acknowledged when it is asserted that he has never been ashore but the one time noted above during the forty-four years he has sailed on lake and ocean. He carries Pennant No. 85, of the Ship Masters Association. Socially he is a member of the Order of the Knights of Honor.

On January 11, 1883, Captain Lockwood wedded Miss Jennie Henderson, daughter of John Henderson, Esq., of Elgin, Morayshire, Scotland. The Captain first

met his wife in Buffalo, but the marriage ceremony was performed in Cleveland. Three children have been born to them, Nettie Estelle, Leslie Brown and Ann Besant, who died young and was laid to rest in Riverside cemetery, Cleveland. In 1890 the family removed to Ashtabula, where they now reside, at No. 38 Main street. Mrs. Lockwood keeps her home surrounded with choice flowers, and Miss Nettie fills it with music.

CAPTAIN WILLIAM R. HARLOW was born at Toledo, Ohio, June 30, 1871, and he has always made his residence in that city. He attended school until his sixteenth year, and at that time, led by a strong desire for the occupation to which his father, Capt. William J. Harlow, had devoted his life, he shipped on the *V. Swain*, as cook. He did not remain throughout the season on that boat, however, finishing on the schooner *F. C. Leighton*, owned by his father. He next spent one season on the *Michael Groh*, as watchman and wheelsman, after which he went on the *Ida M. Torrent*, shipping as wheelsman, and he remained on her two seasons, the latter part of this time as mate. He then took command of the tug *Charlie Boy*, owned by his father, continuing on her until the fall, when he took the schooner *Sunshine*. Later he was master of the tug *Ben Campbell*, of Cleveland, for L. P. Smith, the tug *Allie May*, of the V. O. T. line, and the tug *Iceberg*, for J. R. Jones, after which he was night manager of tugs for the two companies on the piers in Cleveland. He then went to Chicago and shipped as mate on the *John Oades*, subsequently holding the same berth on the *Preston*, under the command of his father, who was also managing owner. During the season of 1896 he sailed the *Black Diamond* for the Cleveland Cedar Company, until November 1, when he came to the *Aragon*, as mate. Captain Harlow was the youngest pilot on the lakes at the time when he received his papers. He is a competent shipmaster and has been very fortunate as regards accidents and shipwrecks.

Captain Harlow was married July 19, 1891, to Miss A. Annie Rooney, of Cleve-

land, and they reside at No. 138 Michigan street, Toledo, Ohio.

CAPTAIN MARTIN KERWIN is the son of Martin and Mary (Hogan) Kerwin, natives of Wexford, Ireland, and was born at Hamilton, Ontario, on May 20, 1860. Martin Kerwin, Sr., followed the occupations of miller and gardener all his life. He died July 18, 1884, and his widow still resides at Sarnia, Ontario. Cpts. Patrick, James and Peter Kerwin, and John and Joseph Kerwin, who also follow marine work, are brothers of Capt. Martin Kerwin.

When a small lad Martin Kerwin moved to Sarnia with his parents and there lived about twenty years, but as he began sailing at the age of fourteen he was only at home in the winter season. He first shipped on the *Minot Mitchell* as boy and afterward served on the *Annie Vaught* in the same capacity. He acted as able seaman upon the *I. L. Quimby* four months and then finished the season on the bark *Mary Jane*, going the following year on the same boat as seaman, and later as second mate. Upon the *Theman* (which schooner was lost at Au Sable, Mich.), *Shandon*, *Azov*, *Maggie*, *Otonabee*, and *Sweepstakes* he acted as able seaman, and later was mate on the *Pandora*, *Trade Wind*, *J. C. Woodruff*, *Morwood*, *M. L. Breck*, *Hercules* and *China*. After taking command he served as master on the *Slago*, *Mary*, *Carrie Sand*, *Montcalm*, *Stanley*, *Fanny Campbell* and *Arctic*, and subsequently acted as pilot on the *G. W. Johnson*, running to Georgian Bay. For one season he sailed the *Kewaunee*, and in 1896 he came to the *O. J. Hale* as master.

Captain Kerwin was married June 26, 1884, to Mrs. Christina Thompson, of Sarnia, and they have one child, Martin, who was born September 7, 1885, and died April 7, 1895.

CAPTAIN GEORGE FORD, who was prominent among the old-time lake masters (many of whom make Ashtabula their home) but has long since retired from active duty on shipboard, is a native of New York State, born in August, 1830, son of George and Mary (Cooley) Ford. He removed to

Ashtabula with his parents in 1835, thus becoming a pioneer of that now prosperous lake port. Captain Ford attended the schools of Ashtabula and acquired such learning as they afforded in those primitive days, at times working with his father in the harness shop until he reached the age of seventeen years. It is said that when his father set for him the task of making a halter he would content himself by whittling out a boat and rigging it. In the spring of 1847 this inclination was made apparent, as he shipped on the brig *Alert* with Captain Scoville, and demonstrated that he possessed the qualities which go far toward the making of a good master mariner. The next season he joined the brig *Banner*, the largest vessel afloat on the lakes at that time, and remained on her two seasons with Captain Scoville, transferring to the *George W. Roberts*. In 1850 he shipped on the schooner *Signal* with Captain Harvey Hall and was advanced to the position of mate. In the spring of 1852 he was appointed mate of the schooner *Excelsior*, passing the next three years in that capacity on different vessels.

In the spring of 1855 Captain Ford was given his first vessel, the schooner *Benjamin F. Wade*, to sail. The next season he sailed the schooner *Carrington*, and the spring of 1857 he entered the employ of the Lake Navigation Company as master of the schooner *Hurricane*. He then purchased an interest in the schooner *Sioux*, and sailed her with good profit three seasons. In the spring of 1862 he bought an interest in the *Bay State*, which he also sailed three seasons, in 1865 purchasing the schooner *Yankee* and sailing her until 1873, when he sold her and retired with sufficient competency to purchase handsome real-estate property and engage in trade, associating himself in the harness and saddlery business with his brother P. C. Ford, under the firm name of P. C. Ford & Brother. The business had originally been established in 1860, and has been conducted successfully ever since. By good business methods the brothers Ford have acquired many valuable blocks of land in and around Ashtabula and the harbor and they carry on a profit-

able real-estate business. They also own considerable vessel property, being largely interested in the steamers *J. H. Outhwaite* and *Roumania* and the schooner *John J. Barlum*. Captain Ford devotes a portion of his time with his brother in the harness and saddlery business, paying necessary attention, however, to outside interests.

In 1858 the Captain was united in marriage to Miss *Amelia Bebee*, of Ashtabula, and four children were born to this union: *Mary*, *Hugh*, *Elizabeth* (Mrs. A. Gregory) and *Ruth L.* The mother died in 1892, and three years later Mr. Ford wedded Mrs. *Julia Heath*. The family homestead is at No. 13 Park street, Ashtabula. Socially the Captain is a Master Mason of long time standing. He has a genial and hearty disposition, taking pleasure in recalling the episodes of his old life on the lakes with his shipmates.

JAMES KELLY was born December 20, 1832, in the Dominion of Canada, near Quebec, the son of *Michael* and *Mary* (Barnes) Kelly. He learned the machinist's trade in Quebec, finishing his apprenticeship in 1850, and in 1851 he went on the lakes as oiler of the old *Southern Michigan*, remaining with her until the close of 1852. He was then made chief engineer of the tug *Dart*, keeping that position through the seasons of 1853-54-55, and in 1856 he went into the passenger steamer *Miner* as chief, on which he was retained in the same capacity through that season and those of 1857-58-59. In 1860 Mr. Kelly went to Lake Superior as chief of the *Seneca* and he remained up there until well into 1864, serving the last three years of that time as chief of the *Edith*. His next berth was on the *Dubuque* and he was with her until she was laid up in the fall. In 1865 he was chief of the *Concord*, of Ward's line, and the next two seasons he passed as chief of the *Colin Campbell*, of Hackett's line, from that boat going to the *Hackett*, on which he had charge of the engine room for two years. Following this he was for two years on the *Forest City* as chief, and for the three succeeding years he was chief of the *Minneapolis*, of the same line. He

next brought out the Farwell and had full control of her engine room for seven years—a substantial proof of the confidence reposed in him by the owners, at the end of this period bringing out the Thomas Adams for the same line, on which he has held the position of chief engineer ever since, now more than eight years.

In 1861, at Ontonagon, Mich., Mr. Kelly married Miss Mary Bressel. They have no children. The Marine Engineers Beneficial Association is the only secret society in which he holds membership.

F. B. SMITH, the popular engineer of the Joliet, was born in Geneva, N. Y., October 19, 1850, and is a representative of a family of English origin. His ancestors came to Canada early in the nineteenth century. His father, James B. Smith, was a native of New York State and there spent the greater part of his life. He served through the Civil war in the One Hundred and Twenty-sixth N. Y. V. I., and was killed soon afterward near Castleton, N. Y. Francis B. Smith received his early instruction in the public schools of his native city, completing his education in the academy of Ogdensburg, N. Y., of which his step-father, John H. Sigourney, was at that time principal. During his youth he was employed in different stores in Geneva, but in 1868 he went as porter on the Buckeye, of the Northern Transportation line, where he remained for one year. The following year he was wheelsman on the Empire and he served in the same capacity on the Evergreen City, of the Union Steamboat Line of Buffalo. Going to Philadelphia, he and his brother, James L. Smith, started the Point Breeze Oil works, of which he was distillman and general manager. Some time later he returned to the lakes and for one season was mate on the City of Sandusky, but at the end of his service we again find him in Philadelphia, serving an apprenticeship to the plumbing and steam-fitting trade. Mr. Smith was next engaged as engineer on the Volunteer, Mary Groh and Forest City, and then became connected with the Lake Shore & Michigan Southern railroad, being promoted to a

position in the auditor's office at Cleveland, where he remained for eight years. On account of ill health he was forced to resign and returning to the lakes he became chief engineer of the Joseph S. Fay. For several years he was connected with the Malory line of salt-water vessels, sailing between New York and Florida ports, and later went as chief engineer on the Wadena from Cleveland, on her trip to Alexandria, Egypt. Leaving the boat there, he traveled extensively through Europe and then returned to Cleveland, where he has since made his home, now residing at No. 1 Mona street. He was for a time chief engineer on the Choctaw and has since served in the same capacity on the Joliet.

On May 20, 1872, Mr. Smith wedded Miss Mary McIntyre, of St. Thomas, Canada, and they have become the parents of four children—Minnie F., Francis L., Alfred B. and Jennie Bell. The sons are both learning the machinist's trade, the older with the Cleveland Ship Building Company, and the younger with the Standard Tool Company. In his social relations Mr. Smith is a Knight Templar Mason.

EDGAR C. LEWIN, of Detroit, Mich., was born in Fall River, Mass., in the year 1844, and moved to Detroit when quite young. He went on the lakes after leaving school, beginning as fireman on the tug George B. McClellan, then owned by Hunter, Wilcox & Trowbridge, on which he was engaged one season, and the following year he fired on the steamer Sheridan. He then enlisted in the regular army and went West for seven years, at the end of that time returning to the lakes. He served a season on the P. H. Birckhead as second engineer, and another season in the same capacity on the steam barge Tempest, after which he fitted out the steam barge Bessie, in which he remained for one season as chief engineer, the following year shipping on the steam barge Ruby, where he remained four years, the first two as second engineer, and the last two as chief. After leaving the Ruby he became chief engineer of the steam barge Marsh, which was chartered in the lighthouse service, and he was

on this boat when the Cleveland lighthouse was removed from the piers to the crib on the breakwater. Later Mr. Lewin was chief of the steambarges Shephard and Mary Pringle, one season each, and he then went to Chicago, where he served as chief during one year on the tugs Hood and Protection. He started the following season on the Protection and then returned to Detroit to take the position of chief engineer of the tug Carrington. Mr. Lewin left the lakes in 1890, and for two years was engaged in hoisting stone for the Hammond & Hudson buildings in Detroit, in 1892 becoming chief engineer for the Gaylord Iron Company, where he is still retained.

Mr. Lewin is married and has two sons: John and William.

ALF H. LANTHIER, a young man of genial, happy temperament, and by occupation a first-class pilot, was born at Prescott, Ontario, in January, 1870, the second son of Damascus and Maria (Winters) Lanthier. His older brother, Edward P., has been a steamboat man and master on the lakes for twenty years and recently captain of the propeller Petoskey; James is with our subject in Ashtabula. After graduating from the public schools in Prescott and Ottawa, at the age of sixteen years, Mr. Lanthier repaired to Montreal and entered the McGill Medical College, as a student of the science of medicine, remaining there one year. The bard of Avon once wrote, "There's a divinity that shapes our ends, roughhew them how we will." So it happened in this case. After Mr. Lanthier had advanced thus far on the road to the profession others wished him to follow he declined to study it further, and the storm center of his own desires took him to the lakes. He therefore returned to Prescott and in the spring of 1887 shipped before the mast on the L. D. Bullock, with Captain Eccles, remaining one season. The next year he sailed with Captain Bullock in the schooner Mineral State, and spent the following season in the schooner Benson. Becoming weary of the duties of an ordinary seaman, he secured the berth of mate on the Canadian schooner New Dominion, and after laying her up in the fall purchased the

entire outfit and properties, including the required number of boats usually used by a prosperous fisherman, opening up business at Monroe, Mich., on his own account. He gained a good trade, shipping everything fresh East, West and South, and it may be noted here that he continued in this business each winter until 1893. Having decided to get a license to run a steamboat he turned his attention to steam, in the spring of 1891 shipping as wheelsman on the steamer John C. Gault; in 1892 on the steamer German, in the same capacity; and in 1893 on the steamer Cherokee, closing on the steel steamer Saxon. The next season he shipped as wheelsman with Capt. William Cunnings on the steamer Corsica, and in 1895 on the Saxon, closing the season on the Cambria. In the spring of 1896 he secured pilot's papers, and having accomplished his object again engaged in the fishing business, this time at Ashtabula harbor as manager of the Ashtabula Passenger & Fishing Co., which was incorporated in February, 1896. The opening of the season of 1898 found the company in the possession of a greatly enlarged plant and their facilities for taking fish enhanced by the addition of a new steam tug and the necessary outfit.

Mr. Lanthier makes his home in Ashtabula. His grandparents still live in the province of Gascony, France. His maternal grandparents, Stephen and Lucy Winters, were natives of Ipswich, England. His father and mother were married in France and came to Canada in 1856, locating first in Montreal and afterward removing to Prescott, where they acquired some property. The father died while Albert was quite young.

CAPTAIN WILLIAM ROACH, of Detroit, Mich., was born November 14, 1860, in County Wexford, Ireland, and was brought by his parents in 1861 to Hamilton, Ontario. He had his first sailing experience when yet a lad, in 1869, as porter on the propeller Bristol. The next year he remained at home, going to school, but in 1871 he sailed as day watchman on the R. N. Rice, running from Detroit to Cleveland, continuing on this boat for four years, and

when he left her he had been second mate for a year. In 1876 he was wheelsman on the propeller Bertschy, of which he served as second mate the season following. In the spring of 1878 he shipped as first mate on the steamer Cuyahoga and remained in that position until the close of the season of 1879. During the season of 1880 he served in various capacities, being captain of the tug Alpena, doing river towing, and first mate of the Saginaw Valley, Iron Age, and Sanilac. In 1881 he was captain of the Saginaw Valley, and during the years of 1882-83 he was captain of the Sanilac, running from Saginaw to Cleveland. During the seasons of 1884-85 he sailed the Saginaw Valley on the same route, and in 1886 he was captain of the Don M. Dickerson. In 1887-88 he sailed the steamer Arundell, and in 1889 he was captain of the propeller Laura, owning \$5,000.00 worth of stock in her. As the stockholders were unable to agree as to the best route for her the next season he went in 1890 to the steamer W. R. Stafford as master and sailed her successfully to the close of 1896, when he signed a contract to sail the S. S. Wilhelm during 1897.

The Captain was married, in Detroit, in January, 1879, to Miss Mamie Myers, and they have two children, Eliza B., and Anna M. He is a member of the Ship Masters Association.

MALCOLM McLACHLAN, pilot on the City of Detroit, belonging to the Detroit & Cleveland line, is a native of Argyleshire, Scotland, and a son of Archibald McLachlan, a fisherman and sailor of that place, who in 1869 brought his family to the New World and has since made his home in Canada. In tracing the ancestry of our subject we find a sturdy race of seafaring men and fisherman living on the coast of Scotland, and coming down to the present time there are two other members of the family beside himself on the water, his brothers commanding boats of the Detroit & Cleveland line. On his father's fishing boats in Scotland Malcolm McLachlan obtained his rudimentary knowledge of sailing, and soon after coming to America he found employment on

the Great Lakes, first as wheelsman on the J. L. Hurd and later on the R. N. Rice, remaining on the latter boat for some time; he was serving as second mate on that vessel when she was burned at Detroit. The following season he accepted a similar position on the City of Detroit, which is now the City of the Straits, and during the ten years of his connection with that vessel he rose from second mate to pilot. On the completion of the new City of Detroit, he was made pilot on her and has since acceptably filled that responsible position. Socially, he is member of the Masonic order.

On January 6, 1885, Mr. McLachlan wedded Miss Margaret Leitch, a young lady of Scotch parentage and Canadian birth, and to them have been born six children—Duncan, Malcolm, Archie, James, Nicol and Mary Bell, all living, with the exception of Archie. The family reside in Detroit, where Mr. McLachlan's marine duties keep him the greater part of the time.

CAPTAIN DUNCAN McLACHLAN, an older brother of Malcolm McLachlan, was born in Argyleshire, Scotland, and came with the family to America in 1869, locating in Watford, Ontario, where the parents still reside. In this country he was first employed on sailing vessels, his first experience with steamboats being acquired on the Concord, running between Saginaw and Cleveland. The following year he was second mate on the Superior, and then for several years served on different barges until he became connected with the City of Detroit, now the City of the Straits, where for two years he was lookout. Subsequently he commanded the Evening Star, the Idlewild and the Greyhound, returning from the last-named to the City of the Straits, of which he has now been master for fifteen seasons. He is one of the most popular captains with the Detroit & Cleveland line, and makes his home in Detroit. He holds membership in the Masonic fraternity.

CAPTAIN FRANK J. HARLOW, of Toledo, Ohio, one of the young marine masters on the Great Lakes, was born at Toledo and attended school there until his sixteenth

year. At this time, having a strong desire to become a sailor, the occupation to which his father, William J. Harlow, has devoted his life, he shipped on the *City of Paris* as watchman, having previously spent some time with his father during school vacations. Later he acted as wheelsman upon the *Preston*, of which his father was master and his brother, William R., mate, and then shipped in the same capacity on the *Japan*, of the Anchor line, transferring from her in the fall of the same year to the *Sunshine*. The next season he went on the *Koal Kabin*, of Cleveland, running between *Detour* and *Delray* in the timber trade, his first position on her being that of wheelsman, and he is now engaged as master, having served in that capacity during the latter part of 1895 and throughout the seasons of 1896 and 1897. Captain Harlow is thoroughly competent in marine work and has every prospect for a successful future. He is unmarried.

CAPTAIN MATTHEW MULHOLLAND, a well-known shipmaster on the Great Lakes, a son of James and Nancy Agnes (Mulvinny) Mulholland, was born November 4, 1847, in Liverpool, England. James Mulholland was a native of Belfast, Ireland, and lived for some years in Liverpool, England, prior to coming to America in 1849; the ocean passage consumed six weeks. He settled in Willoughby, Ohio. Mr. Mulholland spent the greater part of his early life as a salt-water sailor, later in life being employed in Cleveland by the C. & P. railroad as assistant baggagemaster. He died in February, 1894. Matthew is the oldest of three survivors of a family of twelve children, the others being Margaret, who married L. P. Bates, of Willoughby, Ohio, who died in August, 1896; and Mary, married to Charles Laure, also of Willoughby, Ohio.

At an early age Captain Mulholland began his marine life, his first vessel being the *Gen. Franz Sigel*, Capt. Charles Morton, from which he went on the *Milan*, Ann Maria, and James F. Joy, as seaman. He served as second mate upon the *Zach Chandler*, *Oak Leaf* and *Pathfinder*, and as

mate with Captain McKeeghan. For half a season he had previously sailed the scow Daniel E. Bailey, owned by his father and himself, and this sold he took command of the schooner *Senator* for one year, later joining the *H. G. Cleveland*, on which he remained three years as master. In the spring of 1880 he entered the employ of Capt. Alva Bradley as master of the schooner *Negaunee*, which he commanded three years, afterward holding the same berth on the *Thomas Quayle* and *Ahira Cobb*, and the steamers *Sarah F. Sheldon*, *E. B. Hale*, *R. P. Ranney*, *Henry Chisholm* and *Maurice B. Grover*. In 1893 he assumed command of the steamer *George Stone*, sailing her five successful seasons, and giving satisfaction at all times to the owners by good seamanship and prompt business methods. At the close of the season of 1898 he rounded out eighteen years in the employ of Alva Bradley and the Bradley estate. Captain Mulholland has been very successful in command of all the craft which have been entrusted to his care, thus winning for himself a good reputation in marine circles and the confidence of his employers. During the winter months he superintends the repair work on the several wooden vessels of the Bradley fleet. In June, 1897, Captain Mulholland had his wife and daughter Sarah on a trip up the lakes with him. While passing Cleveland on the way down to Buffalo, he made a brief stop off that city, on the 20th, that he might send his passengers ashore on a tug boat. On climbing down a rope ladder from the deck of the *Stone* to the tug his daughter slipped and fell into the lake, and the Captain, who was looking over the rail to watch her descent, seeing her peril plunged overboard to her rescue. After a short search he brought the young girl to the surface and placed her in the hands of those on the tug. The parting of the father and daughter as the two vessels drew away from each other was one of affection and thankfulness, which will always be remembered by them.

On August 13, 1873, the Captain was married to Miss Elizabeth Ferguson, of Ashtabula, Ohio, and to them have been born three children: Harry G., Sarah, and

Matthew, who died January 20, 1891. The family home is at No. 437 Wade Park avenue, Cleveland. Socially, Captain Mulholland is a Master Mason and a member of the Royal Arcanum.

CAPTAIN W. E. CLARKE, a son of Capt. George H. and Katherine (Cronyn) Clarke, was born August 31, 1861, in Buffalo, N. Y., in which place he obtained his education in the common schools. His mother died in that city in 1883. His father has sailed the Great Lakes for many years in various capacities, and previously was on salt water, having sailed substantially all over the world. The Captain has really been a sailor since he was three weeks old, for at that early age he accompanied his mother on one of the annual voyages which she was accustomed to take with her husband. However, he did not begin serving in responsible positions until 1875, when he shipped as boy on the schooner Erastus Corning, and he remained on that boat until 1881, being gradually promoted as his merits deserved and opportunity offered until he became mate. For a month during the next season he was second mate of the Tacoma, but he finished as mate on the Corning. In 1883 he was mate on the schooner Champion and the following season second mate and mate of the schooner James D. Sawyer. In 1885 he was mate of the steambarge Susan B. Chipman, and the following two years of the Russia, the river tug Brockway and the steambarge Joys. In 1888 he was mate of the steambarge Robert Mills. In 1889 Captain Clarke was made master of the steambarge Susan E. Peck, and continued as such until the close of the season of 1890. On the 10th of October, of that year, she made herself famous by blocking the channel of the Sault Ste. Marie river at Lake George Flats, after having collided with the barge George W. Adams, consort of the steamer Aurora, at that point. The Peck was bound down with 60,000 bushels of wheat, and after the vessels came together she swung across the channel, thereby obstructing navigation until she could be lightened off, which occupied about a week, no vessels being able to pass in the mean-

time. The effect of this blockade was to cause almost complete suspension of traffic to and from Lake Superior for the time. Freight had to be sent by rail to Lake Michigan ports; Duluth was blockaded with grain; ore docks had to be shut down; and the reaction when the wreck was removed was so great that freight rates were higher than ever before or since. On wheat alone they were over ten cents per bushel from Duluth. The following season Captain Clarke was mate of the steambarge Robert Mills, and since 1894 he has been master of the steamer Saginaw Valley.

Captain Clarke was married, in 1884, to Miss Mary Bonner, by whom he had three children, one still living—Eugene. Mrs. Clarke dying in 1890, the Captain was again married in 1891, his second union being with Miss Mary Bagen. They reside at No. 211 Southampton street, Buffalo.

CAPTAIN CHARLES R. MINER, another ocean navigator who speedily came to the front on lake craft, was born at Stolpe, Germany, in 1848. His education was obtained in the public schools of his native place. His first experience as a sailor was as cabin boy on the passenger and freight steamer Johanna Happer, out of Dantzic, from which he transferred to the Peter Rolt, owned by the same company. Both vessels were engaged in trade between ports in England and Sweden. After serving his apprenticeship, Mr. Miner shipped as seaman on the Barosse from which he ran away at Antwerp to take a berth in the American packet Industry, bound for New York. On arriving in the United States he shipped on the barque Excelsior, which traded between New York and South American ports, touching at Bordeaux and Montevideo, thence to San Francisco and return to New York.

In the spring of 1869, Captain Miner came out to the lakes, locating at Buffalo, and there entering the employ of John Kelderhouse, with whom he remained sixteen years. He shipped as seaman on the schooner Thomas Sheldon, was later employed in the same capacity on the schooner W. S. Crosthwaite, and was promoted to the

position of mate in 1873 when he shipped on the schooner B. F. Bruce. This berth he held for six years, at the end of that time transferring to the Queen of the West, also as mate, and remaining on her two years. In the spring of 1882 he was appointed master of the steamboat Oregon, which he sailed two years, following this service with a season on the steamer Nevada. Captain Miner then removed to Cleveland and accepted an appointment as master of the steamer Queen of the West, which he retained two years, after which he went as master of the steamer H. J. Johnson three years, the George Presley ten years, and again in the spring of 1894 took command of the H. J. Johnson, which berth he held three years, laying her up at the close of navigation in 1896. Captain Miner has never lost a boat, has never been shipwrecked and has never lost a man, all of which helps to prove that he has been competent to hold the positions to which he has attained without the assistance of money, influence or favoritism. He is a member of the Ship Masters Association and carries Pennant No. 504.

Captain Miner was united in marriage to Miss Elizabeth Jessman, of Buffalo, N. Y., in 1873, and four sons have been born to them: Charles A., George, Frank and William. The family residence is in Cleveland, and is provided with all the luxuries and comforts of a modern home.

CAPTAIN COS. A. GIROUX was born in Woodstock, Ontario, December 4, 1856, a son of Raphael and Ann (O'Neil) Giroux, and a grandson of Garnesnette and Eliza (Paquette) Giroux. The grandparents were natives of the Province of Loraine, France, and on coming to Canada settled at Riviere du Loup, on the St. Lawrence river, where the Captain's father was born; his mother was a native of New Brunswick. The parents removed to Woodstock, Ontario, after their marriage, and later to Port Huron, Mich. After attending school a number of years Cos. A. Giroux was apprenticed to a company engaged in the fishing business, and was first employed in knitting and repairing nets, later going out with

the boats to the fishing grounds, and after six years he became a thoroughly practical fisherman. In the spring of 1875 he shipped as lineman on the tug Wesley Hawkins, engaged in towing logs on the Au Sable river, holding that berth two seasons. In 1877 he shipped on the tug Ontario as lineman and acting mate, joining the fishing fleet in the fall and remaining in that trade the following season on the tug Lida, until April, 1879, when he went on the steamer City of Alpena, transferring from her to the General Burnside until September. In the spring of 1880 he was employed on the fishing tug Sea Wing, making and mending nets until September, when he shipped on the tug Grayling as fireman. It was his custom up to this time to go into the Michigan lumber woods to drive team during the winter months.

In 1881 Captain Giroux went to Sugar Island and engaged in knitting nets, following this handicraft the succeeding year at Alpena. In 1883 he found employment in a restaurant at Alpena, and continued thus for four years. His next berth was at the wheel on the tug Alanson Sumner; in the spring of 1888 he came out on the tug Garden City and remained on her until June, when he went to Ashtabula and shipped with Capt. John Dunn in the steamer Vienna, later transferring to the Corsica, with Capt. William Cummings. That fall and the next year he again engaged in the fishing business, with Captain Motley (now keeper of the Cleveland life-saving station), on the tug Grayling. In 1890 he entered the employ of John Averill knitting nets and sailing on the tug Helene, and two years later he transferred his services to Mr. Edson, with whom he remained several years, sailing the tugs W. L. Davis, Enterprise, Criss Grover and John Gregory, the steam scows Adventure and Duro, and the tug Sea Wing, and knitting nets as occasion required. During the season of 1897 he fished with the tug Sea Fox, out of Ashtabula harbor. The Captain has a shop in Cleveland, where he occupies his time in the winter making nets for sale to the trade.

Captain Giroux was united in marriage

to Miss Elizabeth J. O'Neil, of Woodstock, Ontario, the ceremony taking place at Alpena in October, 1883. Two children, Joseph Emmet and George Edward, were born to this union. The wife and mother passed to the land of rest in the year 1888, followed by the two sons, George in 1892 and Joseph in 1895. Captain Giroux resides at No. 247 Viaduct street, Cleveland, Ohio.

ALEXANDER GREENHALGE, of Detroit, Mich., was born in Cleveland, Ohio, in 1869. His father was a marine engineer, but is now retired. Mr. Greenhalge has been eight years on the Great Lakes and has been on tugs for the most part, beginning his career in 1891 as fireman on the tug J. A. Warswick, of Cleveland. After two months he went firing on the tug Myrtie, and leaving her soon after finished the season on the tug Thompson. In the spring of 1892 he began firing on the tug Moore, of Toledo, on which he remained four months, transferring to the propeller St. Paul, on which he finished the season. During the season of 1893 he was firing on the tug Dexter, and he also spent four months of 1894 on that boat in the same capacity, the remainder of the season being engaged as fireman on the dredge tug M. A. Knapp, of Racine, Wis.; he was retained on her during the whole season of 1895. In 1896 Mr. Greenhalge took out engineer's papers and ran the tug F. W. Gillett, of Marquette, for four months, the Dexter for two months, and the tug Washburn, of Detroit, one month.

Mr. Greenhalge is unmarried. He has lived in Detroit only a short time.

GEORGE L. BRACKETT was born in a pinery ten miles from Flint, Genesee Co., Mich., March 14, 1860, son of Solon and Mary (Shatto) Brackett, who are still living on their farm, of which they have made a good property. George assisted his father on the home place, attending the district school in the winter, until he reached the age of fourteen years, when he went to work for a neighboring farmer. He remained with him two years and succeeded

in saving the sum of fourteen dollars in cash, taking a cow in payment for the balance of his wages; he drove the animal home and presented it to his mother, who warmly appreciated the handsome present, as it was the first cow she had ever possessed, and George was the proudest boy in the county. Soon afterward he removed with his parents to Saginaw, Mich., where his father opened a flour and feed store, George helping him in the store and going to school. After remaining here eighteen months he went to Port Huron and entered the employ of his uncle, G. R. Shatto, as clerk in his dry goods store. Mr. Shatto, who was a wealthy and enterprising man, went to California and purchased the Island of Catalona, in the Pacific ocean, twenty miles off the shore, which he improved, and of which he made a popular summer resort, some years later selling the island to an English syndicate for \$600,000. On his way to Michigan he was killed in a railroad accident in California.

During the six years that Mr. Brackett remained in the employ of his uncle he purchased an interest in the barge Antelope. He then went to work for Mr. Fitzgerald, in the Dry Dock Iron Works, where he remained two years, to learn the steam-fitting trade, and in the spring of 1887 he was appointed chief engineer of the tug George Hand, operating on the St. Clair river. His next charge was the tug Mollie Spencer, and following this he spent a season in the Alfred J. Wright. In the spring of 1889 he was appointed chief engineer of the passenger steamer Remora, owned by the River Navigation Company. In 1890 he went to Detroit and worked as steam-fitter for Messrs. Hinckle & Sharrar, closing the season on the passenger steamer Mary, plying on the St. Clair river. In 1891 he removed to Cleveland and shipped on the steamer William Chisholm as second engineer. In the spring of 1892 he was appointed chief engineer of the steamer George T. Hope, remaining on her two seasons, and he opened the season of 1894 on the tug Excelsior, of Oscoda, finishing on the steamer Marquette. In the spring of 1895 he went as second engineer on the

Monitor steamer Choctaw; during one trip on this boat the crew had a thrilling experience in a northeast gale and the boat was reported lost for two days, but she finally found shelter under Grand island, where she went aground. In the spring of 1896 Mr. Brackett was appointed chief engineer of the steamer George Presley, which he laid up at the close of navigation.

Mr. Brackett married Miss Clara Pace, daughter of Dr. S. D. and Lizzie Pace, of Port Huron, Mich., and one daughter, Bessie, was born to their union in 1888. Dr. Pace was United States consul to Sarnia, Ontario, for three years. He died in the fall of 1886, and Mrs. Pace lives with her daughter in Cleveland, Ohio.

M. G. McINTOSH was born in Goderich, Ont., August 5, 1864, a son of Charles McIntosh, who was born near Balmoral Castle, Scotland, and is at present master of the City of Chicago, of the Graham & Morton Transportation Co. He is one of the oldest captains on the Great Lakes, having missed scarcely a season of sailing since his boyhood.

M. G. McIntosh received his education in the common schools of Goderich, and in 1879 came to Detroit, where he has since resided. In the spring of that year he went on the lakes aboard the Birtchby, as watchman, on this boat suffering shipwreck at Grindstone City, Lake Huron, September 3, 1879. For a season he remained at home, but in 1881 he shipped on the City of Milwaukee, when she came out new, subsequently serving as wheelsman on the City of Alpena, as second mate on the Oconto and Saranac and finally as mate on the Moran. In 1892 he became master of the Samuel F. Hodge and in 1894 sailed the James Fisk, Jr. In 1896 he took the Eber Ward, which he commanded throughout the season. Captain McIntosh is a member of the Ship Masters Association of Detroit.

CAPTAIN C. M. HEARNES will be recognized as perhaps one of the oldest masters now in active service on the lakes. He was born on the Isle of Tonto, Lake On-

tario, in 1821, while his parents were traveling on the way to Oswego, N. Y., and for a number of years it was an undecided question with the Captain whether he was an American citizen or not. In order to remove any doubts he took out naturalization papers, which he still holds as curios. His school days were limited, as he commenced sailing when but eleven years old as cabin boy on the passenger packet Lord Byron, plying between Oswego and Kingston, Ont., and touching at intermediate ports, with his uncle, who was part owner of the boat. In the spring of 1833 he went as cook on the same packet, and the next season he was cook on the Charlotte, transferring from her to the schooner Adams.

His next berth was before the mast on the schooner Tom Willett and the Cleopatra, and following this he was engaged in like service on the schooners Richmond and Albany, out of Oswego. He then removed to Cleveland, out of which port he shipped before the mast on the schooners Elizabeth A. Ward, Jenny Lind, Walter Joy and Havana, in turn, the next spring making one trip on the John Grant. The last named vessel capsized in Lake Erie, off Erie, and the crew were picked up by the captain of a schooner (on which Captain Hearn's fellow townsman, Capt. George Warner, was sailing before the mast), and taken on to Buffalo. In the spring of 1847 Captain Hearn's sailed the Henry Ainsworth, and the next season was appointed mate of and fitted out the schooner Leland. The Trenton was his next boat, and from her he went to the Oneida, which was considered the smartest craft on the lakes. He was then appointed second mate of the brig Courtland, which went ashore in the Cut on the way up from Buffalo, but she was soon floated and continued her voyage. The Captain subsequently went as mate on the schooner General Harrison; before the mast on the Henry Crevolin and the brig Maryland, and the following season shipped as mate with Captain Cramer on the schooner Huron.

In 1848 Captain Hearn's remained ashore and engaged in the shipyard of Tisdale & Johnson, for whom he worked eight

years. Having acquired some capital during this time he purchased the schooner *Industry* and sailed her four years in the grain trade between Cleveland, Buffalo and Oswego; she struck and went to pieces on the piers at Cleveland harbor, while Captain Fish was sailing her. He then bought the schooner *Sergeant*, which he sailed ten years. His next boat was the schooner *J. R. Pelton*, which he owned and sailed nine years, and after disposing of her he stopped ashore for about a year. In the spring of 1886 he purchased the schooner *Rival*, which he has sailed off and on for the past ten years, laying her up at the close of the season of 1896 in the Cuyahoga river, Cleveland, thus rounding out a period of sixty-four years as boy, man and master of sailing vessels on the lakes. Captain Hearnese is still active, comparatively strong and enjoys good health. The schooner *Lady I. Robbins*, which went ashore at Little Sodus, was at one time owned by him. In 1832, while sailing with his uncle in the *Lord Byron* during the first year of the cholera plague, they were quarantined off Oswego for one day and one night, and this boat was the first ever quarantined on the lakes.

Captain Hearnese was united in marriage on December 25, 1847, to Miss Adelia Fish, of Jefferson county, N. Y., and they had three children: Capt. Charles N.; Ida E., now Mrs. Lisle Caldwell, and Eddie, who died young. The family residence is in Scoville street, on the west side, Cleveland, Ohio.

M. M. ANDERSON. The life of this man, though he has not been continually in active marine service, has been and still is closely connected with the industry of the Great Lakes. He is a son of Henry and Elmira (McDonald) Anderson, both of whom were natives of Canada, and was born February 12, 1865, at Ogdensburg, N. Y. Henry Anderson came to the United States early in life and died in the year 1884, in Cleveland, Ohio, at the age of ninety-two years. He spent the greater part of his life engaged in farming. His wife survived until 1891.

At his native place Mr. M. M. Anderson lived until he was seventeen years of age, having attended school up to that time. He now felt a strong inclination for marine life, which he gratified by shipping on the *Albans*, as fireman, and there he remained one season, going on the *Champlain* the following year to accept a similar position. He then acted as fireman on the *Michigan* one season, and the following year transferred to the *Lawrence*. He also served as fireman upon the *Garden City*, which was new at the time, on her first trip to Toledo, thence going to Ogdensburg, N. Y., and from the latter place he came to Cleveland, where he shipped on the tug *Gregory* when she was first brought to that port from South Frankfort. After one year's service as fireman he rose to second engineer and finally became chief. Until 1895 he was employed upon the tugs *Allie May*, *Castle* and *Curtiss*, and then accepted the position of stevedore with his brother, Capt. George Anderson, who was in the employ of C. H. Tucker, which he still retains.

Mr. Anderson was married, July 25, 1883, to Miss Nettie R. Madison, of Springfield, Mass. They have one child, Nellie May, who is attending the Rockwell school in Cleveland at the present time.

CAPTAIN HENRY HARRIS was born at Henderson, N. Y., and there received a common-school education. His father, Hiram Harris, was a pioneer of that place, where he had lived from the age of three years, coming from Vermont, in which State the family had lived for over a hundred years. The journey was made in a wagon drawn by oxen, and through sixty miles of the wilderness they had nothing to guide them but blazed trees. The grandfather, Caleb Harris, was born in Vermont served in the war of 1812, from which he came uninjured; he lived to be ninety-six years old.

Captain Harris went on the lakes in the spring of 1854 aboard the *Trade Wind*, as boy. He only remained on her one season, going next to the *Chieftain* as seaman, and for some years following he was man-before-the-mast on boats leaving Oswego,

N. Y. In 1858 he was mate on the Daniel Webster, and in 1859 on the Troy, at the close of his service on this boat leaving the lakes and living on a farm till 1864. When he resumed sailing he went on the S. D. Lumgeford as mate, and the following season serving in the same capacity on the C. G. Mixer, later shipping in the Dashing Wave, Czar, Itasca, Hallaran and Newburgh. In 1870 he engaged as mate on the steamer D. M. Wilson, of which he was master for the two seasons following. For the next five years he remained ashore, engaged in farming, and then returning to the lakes took command of the Minnehaha, on which he remained one season, during which he was shipwrecked on Lake Huron. In 1883 he again left the water, returning in 1891 as mate of the steamer Pioneer. In 1892 he took the Fontana, which he has since commanded.

On August 28, 1854, Captain Harris was married to Miss Louise Nutting, who died August 28, 1889. She had three brothers, Harrison, Alonzo and Simeon Nutting, who were all sailors on the Great Lakes. On April 13, 1893, our subject was married to Margaret Kelsey. He is the father of six children; Ellen, the wife of Henry Fuller; Henry, Jr., married to Ellen Lane; Jay, married to Carrie Place; Nora, Mrs. L. Filhart; Hally, Mrs. George Jenkins; and Linda, unmarried, who resides at home with her father. Henry has been on the lakes for six years, and is at present master of Barge No. 101. In 1872 Captain Harris removed to Woodville, N. Y., where he has lived ever since.

A. G. McDONALD, the president and general manager of the Killarney Fish Co., of Detroit, was born in Mobile, Ala., July 8, 1864. Soon after the close of the Civil war, when he was but two years old, his parents came North, and located at Algoma Mills, Ont., on the Georgian Bay. In 1877 Mr. McDonald came to Detroit, and after taking a business-college course he obtained a position with the Buffalo Fish Company, which at that time maintained a branch here. His early life on Georgian Bay had given him a liking for the fish business, as

well as a good general knowledge of it, and during his experience with the Buffalo Company he became familiar with its details. He employed himself to such good purpose and gave such attention to the affairs of the company that in course of time he was enabled to purchase a half-interest in the business. In 1895 the branch of the Buffalo Company was closed out to Mr. McDonald and he formed a stock company with a capital stock of \$25,000, which took over the business. This firm has since greatly enlarged and extended its connections, and to-day Mr. McDonald occupies a prominent place among those interested in the fishing industry of the Great Lakes.

Mr. McDonald was married in 1888, and has one child.

JOSEPH A. WEBER, a marine engineer who has come to the front in his profession very rapidly, is an ambitious young man, and has already attained to a position of responsibility as chief of the fine passenger steamer Georgia, owned by the Goodrich Steamship Company, of Chicago. Mr. Weber was born March 3, 1868, in Manitowoc, Wis., a son of Peter and Stephanie (Burkhart) Weber. His father, who is a native of Luxemburg, Germany, has sailed the lakes for many years in the capacity of marine engineer, and he is now in the employ of the Goodrich Steamship Company as chief of the steamer City of Racine.

Joseph A. Weber acquired a liberal education in the public schools of Manitowoc. He began at the foot of the ladder, as coal passer in the side-wheel steamer Chicago, of the Goodrich line, for two months, and after firing in the same steamer about three years, he secured his license as engineer, on May 27, 1889, and was appointed first assistant in the steamer Depere; he closed that season in the steamer Mary Mills. In the spring of 1890 he was appointed second engineer in the steamer Chicago, making three trips a week in the passenger trade between Manitowoc and Chicago, and the next season transferred to the steamer Indiana, of the same line, serving as second engineer of her until September, when he joined the

wrecking tug *Monarch*. He finished the year in the steamer *Menominee*, which has since been rebuilt and named the *Iowa*, plying all winter. In 1892 Mr. Weber was appointed chief engineer of the tug *Arctic*, following with a season as second in the steamer *Chicago*. In 1894 he joined the fine steamer *Virginia* as first assistant, and the next spring was appointed chief engineer of the steamer *Sheboygan*, plying between Chicago and Green Bay ports, holding this berth three seasons; when the *Georgia* was rebuilt and came out in 1898 he was transferred as chief to that steamer, plying between Manistique and Chicago.

Mr. Weber is an honored member of the Marine Engineers Beneficial Association, and when the branch was organized in Manitowoc he was elected financial and corresponding secretary; he has also filled the office of vice-president, and was president for two terms, performing the duties of that incumbency with ability and discretion. He lives with his parents in Manitowoc.

CAPTAIN W. H. O'NEILL, who for ten years held the position of harbor-master at Detroit, is a native of County Kilkenny, Ireland, born in 1837, and was brought to the United States by his parents at an early age. The family settled in Detroit, Mich., and Captain O'Neill has resided there ever since. He attended school until thirteen years of age, when he first went on the lakes as boy forward, rising rapidly from that position to be-second mate, and then mate. After several seasons he became master of the schooner *Harmonia*, which he owned, and he later commanded the tug *Red Eric*, of which he was half owner. Captain O'Neill also sailed the *Ballentine*, the *William A. Moore*, and the *Castle*, after which he went ashore for some time. On returning to the lakes he sailed the *Riverside*, and then purchased the *Burnside*, which he owned for three years. In 1877 he left the lakes for two years and a half, during which time he served on the police force of Detroit, but he finally resumed his old occupation, taking command of the tug *Mayflower* for two seasons, and was on the

John Martin and Frank Moffat one season each. He then fitted out the iron tug *Carrington*, taking her to Lake Superior, but he sailed her for a short time only. In 1884 Captain O'Neill left the lakes permanently, and again joined the police force of Detroit. After a few years he was made harbor-master at Detroit, and held the incumbency for ten years, during which time he came in personal contact with all the vesselmen in and near this harbor, and was a very popular officer. He has since been doorman at the Canfield avenue police station. He is a younger brother of the late Capt. Patrick H. O'Neill, who was for many years one of the most popular masters on the lakes.

Captain O'Neill is married and had one son, Walter B. O'Neill, who died in Washington, D. C., some three years ago; at the time of his death he was holding the prominent position of Assistant United States Attorney General under Olney.

CAPTAIN JOHN FOLEY, who resides at No. 149 Waverly street, Buffalo, N. Y., was born in that city in 1841. His parents, Patrick and Annie Foley, were natives of Ireland, and soon after their marriage came to the United States; they were buried at Hamburg, New York.

Captain Foley commenced his seafaring life at the age of fourteen as an apprentice on the bark *Morgan*, owned by Mr. Cobb, of Buffalo (long since deceased), and he remained on her for two seasons. In 1858 he shipped as seaman on the schooner *Shook*, owned by L. F. & S. Burgess, of Cleveland, Ohio, continuing on her until promoted to the position of first mate in 1861. During the Civil war, in 1862, he was promoted to the rank of captain, and took command of the schooner *Albaran*, when barely twenty-one years of age, holding this position of responsibility successfully and faithfully for nine successive years. In 1871 Captain Foley took charge of the schooner *Moselle*, owned by Mr. Francis, of Buffalo, carrying grain and coal between that port and Chicago. The following season he was captain of the bark *Oneonta*, then owned by C. Winslow, of Buffalo. From 1874 to

1879 he successfully sailed the tug Stannard, owned by Captain Gebhard, of Buffalo, and in 1880 became first mate of the steamboat New York, owned by Captain Galvin and George Farthing, of that city, remaining on her in that capacity until October 10, 1883, when she sprang a leak during a heavy northwest gale in Saginaw bay and foundered in thirty fathoms of water. The crew of seventeen were picked up by a Canadian schooner after suffering much from exposure and want of nourishment; one of the firemen, Frank Watson, was drowned. A pleasing incident connected with this shipwreck was the presentation, by President Grant, to the captain of the unknown vessel, of a valuable gold medal, in recognition of his conduct and bravery. The mayor of Port Huron showed his appreciation by rebuilding his barge.

In 1884 Captain Foley sailed the schooner A. G. Morey, owned by John J. Griffin, of Buffalo, remaining with her until 1886, and the following year he shipped as first mate aboard the steamer Alpine, owned by W. W. Taylor, of that city, retaining that position until 1891. During 1892 he obtained the post of chief mate aboard the Oscar I. Huit, named after its owner, after ward shipping in the same capacity in the large steamboat Thomas Davidson, owned by Mr. Wolf, of Milwaukee, Wis., and from that time on he has had command of the James H. Shrigley, carrying grain between Buffalo and Duluth. In connection with the Stannard Captain Foley surpassed all previous records for sailing craft of his class, making the distance between Chicago and Buffalo in three days and twelve hours. The Captain has had a most successful and remarkable career; following his course from boyhood to maturity it will be seen that he became mate while a mere boy, and was captain before he attained his majority, establishing by industry, honesty and ability, a name for himself among his employers and associates of which he has just cause to be proud.

Captain Foley was married, at the age of thirty-eight, to Sarah A. Mitchell, of Buffalo, and they had three sons, only one, however, now living.

JAMES LAW was born in Cleveland, in 1864, his father being Capt. Samuel Law, a well-known lake navigator. He first sailed at the age of thirteen years as fireman on the tug Shoo Fly, afterward serving on the tugs Sanborn, Fannie Tuttle, James Amadeus, John Gregory and S. S. Stone, and then going to Chicago, where he remained four years, employed on the tugs Butler, Mary McLean, Mike Shields, Laurina, Gardner and Charlemagne Tower. Returning to Cleveland he was engaged as engineer on the tugs Charles Henry, Curtiss, Amadeus, L. P. Smith and Dennis Crowley; as second engineer of the steamer Lora; and as chief of the rivertug John Martin, the John E. Hale, and the Erie tugs Jose and Norma. He spent two seasons on the two Erie tugs, and in 1896 held chief engineer's berth on the tug Red Cloud, of Ashtabula, and the Norma.

Mr. Law was married December 30, 1896, to Miss Keziah McMullen, of Cleveland.

CAPTAIN ANTHOINE VALIER, a fisherman of Cleveland, Ohio, was born in St. Ignace, Mich., in 1854, son of William Valier, who had been engaged in the fishing industry near that port for many years. The son early followed in the footsteps of his father, and at the age of ten years went on board a fishing boat to learn the business. After several years of this work he was placed in command of the ferry steamer Gazelle, and in later years he sailed the steamers Charles West and Mary, passenger boats running between Mackinaw and the Straits. Then he removed to Cleveland and for some time commanded various harbor tugs at that port, among them the Patrick Smith, Charles Henry, N. B. Gates and L. P. Smith, being also connected with the tugs Bacon, Louisa, Ingoldsby, F. E. Smith, Edson and Florence N. Returning to the fishing business he has since sailed the fishing tugs Manning, Enterprise, Sea Wing, Messenger, Massotte, Angler and Grayling.

Captain Valier has been married twice, the first time to Miss Lucy Martin, of St. Ignace, who died leaving a daughter, Mary,

who survives. In 1893 he married Miss Mary Barnhart, of Cleveland.

CAPTAIN H. W. PHILLIPS was an ocean navigator in his early days, and he came to the Great Lakes with considerable nautical experience upon which to base his aspirations for success in the new field, where he has since been engaged except for a period of several months when he made a voyage across the ocean. The Captain was born in New York City, in 1852, son of H. W. Phillips, a sailmaker, whose sail loft was located in South street, that city. He attended school until he reached the age of seventeen years, after which he worked in his father's sail loft for one year before becoming a sailor. He made a voyage to South America in the bark *Moses B. Bramhall*, touching at Buenos Ayres, Montevideo and other ports, and returning to New York he shipped in the bark *Morning Light* for another voyage to South American ports. Then he went on board the full-rigged ship *Daniel Webster*, for Liverpool, going thence to the East Indies and returning to Boston, after which he made several short voyages in the steamer *General Whitney* between New York and Boston, and spent three months on the steamer *Providence*, of the Fall River line. Leaving the coast and removing to the lakes Captain Phillips joined the schooner *E. C. Roberts*, in which he remained three years, rising from seaman before the mast to second mate and then mate in her. He next sailed in the schooners *S. P. Ely* and *Gamecock* one season each, after which he joined the bark *Oliver Ames* at New York for a voyage to Liverpool and St. Avana. Returning to New York and to the lakes after this voyage, he has continued upon the lakes ever since. He served in turn as mate on the schooners *Belle Walbridge*, *Porter*, and *Thomas Gowan*, the steamer *Rust* and the schooner *John Martin*, after which he sailed as master of the schooner *Red, White and Blue*. He has since sailed the *Golden Fleece* one season, the *F. A. Yarger* seven seasons, and the *John J. Barlum* and the *H. A. Barr* one season each, closing the season of 1896 on the *Barr*. Captain Phillips has never had

a wreck or serious accident, and has never cost the underwriters a dollar during his entire career.

The Captain was married, in 1882, to Miss Sarah Simpson, of Cleveland, whose brother, Robert Simpson, was lost in the steamer *Western Reserve* while making his first trip as a sailor. They have four children: Willie, Harry W., Edward and Ruth.

CAPTAIN H. MCKENZIE has spent his life on the water since his thirteenth year and is thoroughly competent in all the different departments of marine work. He was born April 19, 1853, at Port Huron, Mich., and lived at that place until he reached his sixth year, when he removed to Detroit. After a short residence in that city he went to Amherstburg, Ontario, where he remained several years. His first experience as a sailor was obtained on the scow *Mary*, on the Detroit river, in which he shipped as boy, and he afterward acted in the same capacity on the barges *Colorado* and *Mohican*, later becoming mate on the *Colorado*. From this boat he went to the steamer *Colin Campbell* as second mate, after which he acted as mate of the *B. W. Jenness* nine years and was in command of her four years. He commanded the *J. C. Potts* one season and the *W. R. Stafford* two seasons, and he later entered the employ of the lumber firm of Charles Hebard & Son, operating on Lake Superior, and he has since been in command of the tug *Daniel L. Hebard*, having held this post nine years.

On December 7, 1877, Captain McKenzie was married to Miss Elmira Sunderland, of Amherstburg, Ontario, a daughter of Capt. John Sunderland, and sister to Robert H., W. W. and John Sunderland, Jr., all of whom are marine men well-known in this vicinity. Captain and Mrs. McKenzie have had three children: Elmira, Hamilton and Irene. Socially he is a member of the Ship Masters Association, K. O. T. M., K. of P., and I. O. O. F., in Detroit, in which city he resides.

CAPTAIN VERE S. STENTON will be remembered by the older sailors on the lakes as a prominent and skillful master

during the 'forties. He was born in 1822 at Leamington, England, and came to the United States with his family in 1831, in 1833 locating at Royal Oak, Mich., where he continued to reside up to the time of his death, which occurred in 1862. Captain Stenton was apprenticed to a barber, but as that trade did not prove sufficiently attractive for one of his eager spirits he ran away, and at the age of fifteen shipped as wheelsman on the steamer *St. Clair*. He then served on other vessels in various capacities until the spring of 1844, when he was appointed mate of the square-rigged brig *Robert Burns*. The following year he shipped as master of the top-sail scow *Rocky Mountain*, trading between Saugatuck and Chicago with piles for the construction of docks. After serving in the capacity of mate and master some time longer he purchased the schooner *Tom Doland* and sailed her two seasons, selling her in Chicago and accepting the appointment of master of the old brig *S. C. Walbridge*, which he sailed one season, transferring from her to the brig *Andes*. At the time of his death he was captain of the brig *Ocean*, laden with a cargo of hoop poles, which was going through the Welland canal; while passing along the bulwarks he slipped and fell between the vessel and the dead wall of the canal and was killed instantly.

Captain Stenton was united in marriage to Miss Esther Collins, of Detroit, Mich., in 1843, and six children were born to their union, namely: Capt. Francis M. (master of the steamer *John Ericsson* in 1896), George W., who died in the service of the North during the Rebellion), Henry H., Charles E., Richard A. and Emily E.

EDWARD C. CULLEN, a young marine engineer of much skill, was born June 20, 1868, at Cleveland, Ohio. He received his education in the common schools of Toledo, whither he had removed from Cleveland, and there he also learned the machinist's trade, at the Vulcan Iron Works, serving as apprentice four years. Returning to Cleveland he went to work in the Variety Iron Works, and afterward in the shop of Frank Brown and with J. McDonald. In 1891 he

shipped as oiler on the steamer *Griffin*, the following year taking out papers and going as second engineer of the steamer *John W. Moore*, on which he remained two seasons. In the spring of 1894 he shipped on the *Italia*, on which he served all season; began the season of 1895 on the *Grecian*, finishing on the *J. Emory Owen*, and in 1896 shipped as second engineer with Mr. Averill, on the *Saxon*, which was laid up at the close of navigation. He is engaged during the winter months for the River Machine & Boiler Co., in Cleveland, although he makes his home at Toledo, Ohio. Mr. Cullen is an active member of the Marine Engineers Beneficial Association.

WILLIAM MEGARVEY, of Cleveland, was born October 23, 1858, at Clarion, Penn. His father, Patrick Megarvey, was born in the Alleghany Mountains and has spent the greater part of his life at his native place, now at the age of over seventy-three years, being one of its oldest residents. In 1870 the family removed to Cleveland, where they remained for some time, and in that city Captain Megarvey received the greater part of his education. In 1876 he shipped on the *Cormorant* as deckhand and remained one season in that capacity, becoming watchman on the same boat the following year, and afterward for four years serving as wheelsman. He next went on the *Egyptian* as wheelsman, and from her to the *Colonial*, in 1885 becoming mate of the *Cormorant*; for the three following years he was mate on the *Marquette* and *Grace Holland*, in 1890 taking command of the *Holland* and sailing her for one season. He has since served on the *Magnetic* three years and the *Continental* for one season. Prior to becoming master he sailed with only two captains. Captain Megarvey is a single man. His grandfather, William Crow, was a pilot on the Mississippi river during the Civil war.

EDWARD R. BLANCHARD is well known in Detroit in his connection with the Marine Engineers Beneficial Association, which has no more enthusiastic member or one who

has done more for the general interest of the association and the special interest of No. 3, of which he is now treasurer. He became a member twelve years ago and has filled the offices of doorkeeper, chaplain, secretary, vice-president, etc., and for the last four years has been a representative in the national meeting at Washington.

Mr. Blanchard was born in Southampton, England, October 12, 1851, son of Alfred and Frances (Wright) Blanchard, the former of whom was a well-known yacht builder there. His oldest brother, Alfred, Jr., was a yachtsman and was drowned off a yacht near Southampton some years ago. His brother George is the master of a large yacht which has been in the Mediterranean since early in 1896. The other brother, William, is in business in London, England, and is the only one of the family not connected with marine interests. Edward was in the yachting business out of Southampton as a young man, and left his native country for America in 1873, coming direct to Detroit, where he obtained employment as assistant engineer of the tug L. L. Lyon. The season of 1874 he spent as second engineer of the William A. Moore, and in 1875 he held the same position on the William Goodnow. In 1876 he returned to England in hope of benefiting the health of his wife, and he was again connected with English yachts until 1882, when he returned to Detroit; on account of his wife's health, however, he did not go on the lakes until the season of 1883, when he became engineer of the George A. Marsh, the tender for the Detroit river lighthouse during the building of the latter. He held the same position in 1884, and in 1885 he accepted from Hiram Walker & Sons the position of chief engineer of their fine yacht Pastime, giving such excellent satisfaction that he has been retained on her continuously since.

On December 12, 1874, in Detroit, Mr. Blanchard wedded Miss Emma Wright, an English girl, and they have had ten children, of whom three only are now living: Alfred E. (who is on the lakes), Ernest W. and Gertrude. Mr. Blanchard also holds membership with the A. O. U. W. in fraternal connection.

CAPTAIN J. BAKER, master of the schooner York State, has had an experience of over a quarter of a century on the Great Lakes. He has sailed to all lake ports, and during his extended service he has ever been a careful and efficient sailor.

Captain Baker was born in Denmark, in 1853, the son of E. and Jane Baker. The father was a sailmaker and remained in the home of his nativity through life. When but a boy the Captain came to America, and landed at New York. In 1867, when only fourteen years old, he went before the mast, and in 1872 came to Chicago, and for the past twenty-five years has been sailing on the Great Lakes. He first went aboard the schooner Topsy before the mast, and within three weeks was appointed first mate. He remained with her three years, and then went on the Francis Palm, of Detroit, as mate. After serving on various other boats in the same capacity, he sailed the schooner Charles Luling, and remained her master for five years. Then for three years he sailed the schooner Richard, after which came the schooner Mediator. From that vessel Captain Baker took command of the schooner York State, which he has since sailed. He owns an interest in several vessels, and is regarded as one of the careful and promising practical men of the lakes.

He was married at Chicago, in 1878, to Miss Johanna Platt, a native of Hanover, Germany. Three children have been born to Captain and Mrs. Baker: Nancy, Emma and Eddie.

JAMES DONNELLY. Both in the line of experience and efficiency, Mr. Donnelly must be accorded a prominent place in the engineering department of the navigation of the Great Lakes. He is devoted to his work and to the cause in which he is engaged. He is a leading and energetic member of the Chicago Lodge No. 4, of the M. E. B. A., was one of its charter members, and for fourteen consecutive years, from 1884 to 1898, he served as its treasurer.

Mr. Donnelly was born at Niagara Falls, N. Y., in 1847, the son of James and Bridget (Donnelly) Donnelly, natives of Ireland, and

early settlers of Niagara county, N. Y., where they engaged in farming through the remainder of their lives. Their son James was reared and educated at Niagara Falls, and it was on the Niagara river, between Niagara Falls and Buffalo, that he received his first training in the line of navigation, which became his life work. At the age of sixteen years he engaged in river traffic, and there learned engineering. On April 5, 1864, he came to Chicago, and in 1865 began sailing out of that port as engineer on the lakes. For more than twenty years he was engaged in engineering, serving on various kinds of boats. He was for a time in the tug service, and then on the Goodrich line of boats, and later on was for some time in the employ of the Leopold and Austrian line of boats; then for one year sailed from this port on the steamer Lothair, in the Canadian service. He then went to Galveston, Texas, as a member of a surveying party under Lieutenant Davis, but in 1887 returned to Chicago and became engineer for the well-known house of Selz, Schwab & Co., corner of Superior and Larrabee streets, a position which he still holds.

In 1881, at Chicago, Mr. Donnelly was married to Miss Lenora Barnett, a native of Niagara Falls. Two children have been born to Mr. and Mrs. Donnelly: Mabel and James. Mr. Donnelly is a member of the Order of Foresters, and in marine circles holds an honored place, and is one of the well-known marine engineers of the port of Chicago.

HENRY ODETTE, who is the son of John G. and Julia (Du Mars) Odette, was born in Detroit, Mich., in 1836, and to this day does not show any signs of the ravages of age. Early in life he removed with his parents to Perrysburg, Ohio, where he attended the public schools. In the spring of 1848 he shipped as boy waiter on the old passenger steamer Columbia, at that time plying between Detroit and Saginaw. The next spring he found employment on the Wabash & Miami canal, with Captain Jamieson, his boat running between Toledo, Cincinnati and Wabash. His next berth

was on the John Hollister, on which he remained as deckhand until August, 1850, when he shipped on the Franklin Moore, plying between Detroit, Port Huron and Goderich. In the spring of 1851 he was made porter of the Franklin Moore, and subsequently passed two seasons on the steamer Ruby in that capacity, during the seasons of 1854-55 serving as fireman on the last-named boat. In April, 1856, Mr. Odette received his first papers as engineer, and shipped as second engineer on the sidewheeler Forest Queen, a passenger steamer plying between Port Huron, Detroit and Port Austin. On her first trip that spring she collided with the steamer Northerner and sank her, the second engineer of the lost steamer being drowned. Wreckers who went down to raise the Northerner found the unfortunate engineer in his bunk, his arms folded across his breast, and it is believed he never awakened after going off watch. The Forest Queen remained by the stricken boat until all the others had been taken off. In the spring of 1857 Mr. Odette was appointed first assistant engineer of the steamer Bay City, plying between Detroit and Sandusky. In 1858 he was made chief engineer of the steamer T. Whitney, of Windsor, Ontario, in the lumber trade, towing between Wallaceburg and Lake Erie ports. This boat was laid up on the second of July, and Mr. Odette shipped on the steamer Ocean as first assistant engineer, transferring from her to second engineer's berth on the steamer Dart, on which he closed the season; he remained on the Dart until she was sold in August, 1860, when he was appointed chief engineer of the steamer Swan, then towing between Fremont and Sandusky. He closed the season, however, on the Gore, and during the winter took out her engine and placed it in the steamer J. P. Clark, on which he came out the following spring, he closed that season on the steamer Bay City as first assistant engineer.

In the spring of 1862 Mr. Odette was appointed first assistant engineer of the steamer City of Cleveland, and closed the season on the T. Whitney, as chief, plying between Detroit, Sandusky, and New Balti-

more, with staves, etc., remaining in this berth until the fall of 1863. The next spring he came out as second engineer of the propeller Chicago, but as she was laid up on July 3, he went as chief of the Forest Queen, on which he made two trips, finishing the season on the Ruby. During the winter he fitted up the Ruby and Ariel. In 1865 he went down to the Mississippi and shipped as second engineer on the government hospital steamer Baltic, engaged in transporting prisoners for exchange who had been taken by Generals Sherman and Thomas. He remained on her until July, when he was appointed chief engineer of the steamer Lady Pike, which was used in carrying army supplies on the White river to Pocahontas, Ark.; she was laid up in Memphis, and after some delay went to St. Louis for repairs, upon the completion of which she was used as a tow-boat on the upper Mississippi, between Wyoming and Savannah. When the season of navigation closed on the river, Mr. Odette returned to the lakes and shipped on the steamer Meteor, of which for two years he was first assistant engineer. In the spring of 1868 he came out as chief engineer of the steamer Robert Prindiville, closing the season on the excursion steamer Favorite, and serving the following season as chief of the propeller Pittsburg.

In the spring of 1870 Mr. Odette went to Sarnia, Ontario, to take charge of the passenger steamer Sea Gull, plying between Sarnia and Port Edward, and he held this berth seven years, giving good satisfaction at all times. The seasons of 1878-79 he passed in the employ of the Canadian government as chief engineer of the tug Truden, then at work on the Nebish, spending both winters in Sarnia bay as chief of the tug Kate Moffat and others of that line, with which he went to Detroit after they were purchased by Mr. Murphy, of that city. Before the close of the season of 1880 he returned to Sarnia, however, and was made chief engineer of the passenger steamer J. C. Park, plying between Sarnia and Dresden, holding that berth until July, 1881, when he again went on the river tug Kate Moffat. The next three years he sailed as

chief engineer of the steamer J. C. Park; in 1885 as chief of the steamer Hiawatha; 1886-87, chief of the ferry steamer J. L. Beckwith, between Sarnia and Port Huron; 1888-89, first assistant on the steamer Nahant, until August, finishing the season as chief of the Albert J. Wright; 1890, chief of the propeller Toledo; 1891-92, chief of the Nellie Torrent; 1893, chief of the St. Paul until August, after which he went on the Leland, and in 1894 he entered the employ of Theodore Kuntz, in Cleveland, as chief engineer of his power-house, which position he now holds. He is a member of the Marine Engineers Beneficial Association.

Mr. Odette was united in marriage to Miss Frances Foster, of Detroit, on July 19, 1859; of the children born to this union those living are: Jane, now Mrs. James McFarland; Rosie, Mrs. Charles Bonofan; Emma, Mrs. Ed. Stevenson; Charles, a marine engineer, on the steamer Superior; Harry and Nellie. The family residence is at No. 439 Detroit street, Cleveland, Ohio.

CAPTAIN THOMAS BURY, who died October 14, 1887, at Sombra, Ont., was for a number of years connected with sailing interests on the Great Lakes. He was the son of William and Margaret (Houten) Bury, natives of Ireland, and was one of a family of ten children, of whom John died May 24, 1894 (he was a farmer all his life); Dorothy married Alfred P. Toulmin and resides in Detroit, Mich.; Margaret married William Knight and resides in Chatham, Ont.; Jane, the wife of James Johnson, and died in 1884; Hester married Arthur Watson and died in 1869; Philip is engaged in the insurance business in Decatur, Ill.; Henry was drowned from the steamer Eclipse in the fall of 1883; Mary, married to Capt. Martin Swain, is residing in Port Huron, Michigan.

Capt. Thomas Bury spent his early life in farming and kept a wood dock at Sombra many years, during which time he began sailing. He served as pilot and later as master on the St. Clair river, thus spending the greater part of his life, and he owned the T. B. Dole, the Hero and the J. C. Clark, which he sailed at different times.

On November 2, 1849, the Captain was married to Miss Lucinda Jane Roberts, and they became the parents of eight children: Margaret, who resides at Sarnia, unmarried; Alfred, who is married and resides in Toledo, Ohio; A. E., a resident of Cleveland, who follows marine life in the capacity of engineer; James, who married Rachel Young, and was drowned February 4, 1890 (he left a family of two children); Isabel, who died in infancy; Jane, Mrs. Charles Holland, residing in Marine City, Mich.; Annie, who married Jacob Legear and resides in Glenville; and Nellie, the wife of William Young, who resides in London, Ontario.

CAPTAIN E. SMADES, master of the Penobscot and a resident of Hamburg, N. Y., was born November 5, 1848, in Ogdensburg, that State. His father, John Smades, was a native of the same place, born November 3, 1825, and there spent the greater part of his life, dying, however, in Prescott, Ontario, in 1885. He was a carpenter, vessel master and owner, owning and sailing the George Henry and the Harriet Ann, of Milfred. In early life he married Miss Annie McLeod, of Buffalo, who still survives him, and he left a family of five sons and three daughters.

The boyhood and youth of Captain Smades were spent under the parental roof and he learned the carpenter's trade with his father. When in his eighteenth year he made his first trip upon the lakes, in the propeller Lowell, and he has since devoted nearly all of his time to marine pursuits. He was on the Empire State for two seasons as second mate, and in 1883 became master of the George Henry, having served the intervening seasons on different boats in various capacities. Subsequently he was master of the Frank Perew, Emily P. Weed, Charles A. Eddy and R. J. Atchison, and in 1895 was made captain of the Penobscot, which was new at that time, and on which he is still serving to the entire satisfaction of the owners. His career on the Great Lakes has been a very fortunate one.

Captain Smades was married, in September, 1870, to Miss Nellie M. Hill, of Canada, who died in Ogdensburg, N. Y., in

1888. She was a sister of W. J. Hill, United States Senator from California. The Captain was again married, in 1890, his second union being with Miss Mary Thompson. He is the father of the following named children: Washington L., who has been second mate on the Emily P. Weed, and is now wheelsman on the North West; Harry Albert, who is wheelsman on the Apomatox; and Edwin Bruce, Ethel Blanch, Irene Lillian Marguerite, Florence R. and Harold, all living at home. In social affiliation Captain Smades is an Odd Fellow, belonging to a lodge in Buffalo, where he made his home for twelve years. He changed his residence to Hamburg, N. Y., in the spring of 1896.

CASSIUS M. WILLIAMS, who was named in honor of Cassius M. Clay, is a native of Mackinac island, Mich., having been born there in 1855. He is a descendant of Roger Williams, and is the son of Stephen and Nancy (Brookes) Williams, who removed to Cheboygan, Mich., where "Cash" (as the subject of this sketch is familiarly known) attended the public schools, and made good progress in acquiring the rudiments of knowledge. In 1871 Mr. Williams entered the employ of the Benton Iron Works at Cheboygan, and by close application and industry for four years became a first-class mechanic and engineer. In the spring of 1875 he took out his first papers and sailed as chief engineer of the big tug Saugatuck, working in the Benton Iron Works during the winter. In the spring of 1876 he shipped as oiler on the excursion steamer Metropolis, out of Ashtabula, Ohio, remaining on her until September, when he went to work in the machine shop of Warren & Jones in Alpena. Later he was engaged in a machine shop in Duncan City, Mich., where he remained until, in the spring of 1878, he shipped as chief on the rivertug Crusader. In 1879 he went to East Saginaw, where he was employed in Mr. Wick's machine shop, and he was sent out by the firm to set up a new engine in a mill in Montcalm county, Mich., where, everything being satisfactory, he was engaged to run the engine, remaining eighteen months. He

then went to Point St. Ignace, Mich., and ran the engine in Colonel Stockbridge's mill until June, when he again shipped on the tug Saugatuck, at the close of the season going into the machine shop at Duncan City.

In the spring of 1882 Mr. Williams came out in the tug George Wood, and in 1883 he brought out new the tug Duncan City, running her until late in the season, when he went south. On returning in the winter he went to work in the boiler shop of W. M. Hess, and the following spring joined the tug Seymour, on the Sault river, after running her until September, he shipped as chief engineer of the passenger steamer Van Raalte, plying between Cheboygan and Sault Ste. Marie. In 1885-86 he also ran the Van Raalte, on the mail and passenger route between Petoskey and Manistee, Mich., for C. W. Caskey, and in the spring of 1887 he shipped as second engineer on the steamer Vernon, serving from August until the close of the season on the tug Sumner, of which he went as chief the next year. In the spring of 1889 Mr. Williams was appointed chief engineer of the steamer Stephen C. Hall, and in 1890 chief of the Chenango, owned by P. J. Ralph, of Detroit. The Chenango caught fire on her first trip, between Long Point and Erie, Penn., about 11 A. M., and the crew fought the flames until 5 P. M., when they were taken off by the Eber Ward and Majestic; the hulk was towed to Erie, where it was scuttled. Mr. Williams then went to Cleveland, and was appointed chief engineer of the steamer Henry J. Johnson, which berth he held until the close of the season of 1891, the following spring transferring to the steamer George Presley. This season he fitted out the E. B. Hale and made two trips on her. In 1893 he came out as chief engineer of the new steamer George Stone, on which he served until August, when he took his wife for a trip to England and South Wales, visiting all points of interest. On his return to Cleveland, in the spring of 1895, Mr. Williams joined the steamer John B. Lyon as chief engineer, and the following season was chief on the steamer John W. Moore, remaining on her but three months. He left

the Moore in Chicago, and after returning to Cleveland took passage for New Orleans and shipped on the ocean-going steamer tug Elmer E. Wood, engaged in towing ships on the Gulf of Mexico, in the trade to and from New Orleans. He remained in that employ until February, 1897, when he came back to Cleveland and shipped on the steamer Superior.

Mr. Williams was united in marriage to Miss Annie Williams, daughter of Edmund and Sarah (Lewis) Williams, of Monmouthshire, Wales. The family residence is at No. 97 Allen street, Cleveland, Ohio. Socially Mr. Williams is a Master Mason, belonging to Lodge No. 397, Harbor Springs, Mich., a member of the Knights of Pythias, of Red Cross No. 51, at Sault Ste. Marie, and of the Marine Engineers Beneficial Association.

CAPTAIN SYD. SCOTT has been in active service on the lakes for over thirty years in different branches of maritime industry. He was born June 21, 1844, in Detroit, the son of George Scott, a farmer, who came from England in 1837 and after living in Canada for a time located in that city. He died in 1878, at Mt. Clemens, Mich. Captain Scott is one of six brothers, of whom William, a salt water sailor, was lost at sea; Frank, a lake sailor for twenty years, lives at Muskegon, Mich.; Thomas G., who was a lake sailor, died in 1892 at Detroit; George Scott, the author of Scott's *New Coast Pilot*, died in Detroit in 1893; A. B., who lives at Houghton, Mich., was also a sailor for a short time.

Syd. Scott was twelve years of age when the family removed to Mt. Clemens. He received a common-school education, and in 1860 commenced the fishing business on the west shore of Lakes Erie and Huron, continuing in this employment until 1872, at which time he began the more active life of a sailor. His first service was as wheelsman on the steamer Warrington, a boat owned by the government, which was working about Spectacle Reef on Lake Huron when the large lighthouse was being built. She was commanded by his brother, George, who was in the employ of the gov-

ernment for thirty-five years as master of the lighthouse supply vessel. From this boat he transferred to the John Miner, which he purchased soon after and sailed during the seasons of 1873-74. In 1875 he was in command of the Louisa; 1876, of the T. W. Snook; 1878, of the steamer Henry Howard; 1880-81-82-83, of the Toledo; 1884-85-86, of the St. Paul; 1887-88-89, of the George L. Caldwell; 1890, of the steamer Samuel Marshall; 1891, of the Norwalk; and in 1892 he went on the J. C. Ford, upon which he has remained ever since. In all his years of sailing Captain Scott has been only four years upon boats in which he has had no interest, and he is half owner of the J. C. Ford, of which he is master at present. His career has been a most fortunate one, and he is well-known and deservedly respected among lakefaring men.

RONALD McLEAN, mate of the City of Detroit, was born in Inverness, Scotland, January 1, 1854, the son of a farmer. In 1879 he came to America, but for a number of years afterward he sailed on salt water, during that time visiting ports of Russia and the East Indies. He received master's papers for the ocean and was in command of sailing vessels for seven years. In 1887 he went upon the lakes as wheelsman on the Fountain City, of the Lake Superior Transit line, and has been connected with the lake marine service ever since, in 1892 shipping as wheelsman on the City of Detroit of which he has been mate since 1893. He makes his home in Detroit. Mr. McLean's career has been an interesting and changeable one; while serving before the mast he was shipwrecked off the coast of Ireland. He has long been a member of the Masonic Fraternity.

ROBERT H. NEILL, of Cleveland, Ohio, who was chief engineer of the propeller J. W. Moore during 1896, received his early education and training with the view of following an entirely different calling from the one to which the greater part of his active life has been devoted. His father, Samuel Neill, was for a long period in charge of the gas works which supplied a suburb of the city

of Belfast, Ireland, and the son was brought up to be his father's successor. Therefore, on the death of the latter, Robert assumed his duties and held the position of superintendent for four years, when he came to the United States. He settled in Philadelphia in 1868, being then twenty-seven years of age, and the next year he sailed between Philadelphia and Chester, Penn., on the Delaware river, as fireman, on the steamer Chester. Soon after he removed to the region of the lakes and commenced his experience thereon, as oiler, on the propeller Thomas A. Scott, the passenger steamer Badger State and the propeller Commodore. He was second engineer of the S. D. Caldwell for two seasons, of the City of Fremont, the Wetmore and the Canisteo one season each, of the B. W. Blanchard four seasons, and then spent one season each on the Raleigh, the Rochester and the Continental. After this, for almost a year, he was in Denver, Colo., as superintendent of the works of the Denver Gas Light Company, returning, however, to the lakes, and taking the position of second engineer on the Chamberlain and Republic. In 1884 he became chief of the Colonial, and he subsequently served as chief of the Specular (the first year she was a steambarge), Roumania, Pioneer, Alex, Nimick, Smith Moore, Fred Kelley, Oscar Townsend and J. W. Moore.

Mr. Neill was married to Miss Mary C. Service, of Cleveland, in 1882. Their two children are named Hamilton Cummings and Honora Jennie.

CAPTAIN JOHN TYRNEY, of Detroit, Mich., a prominent and successful lake captain, was born October 9, 1853, at Sandusky, Ohio. At the age of three years he removed to Clyde, Ohio, with the family, and at that place he attended the public schools until 1866, when the family again changed their place of residence, this time removing to Branch county, Mich. From this place young Tyrney began his career on the lakes, in 1869, serving during his first two seasons as deckhand on the Evening Star. The next year he went on the Sarah Van Epps as wheelsman, and in 1884 he became mate

of the Pacific. The following season he came out as mate of the *Badger State*, and served also in the same capacity in the *Osceola* and the *J. V. Moran*. In 1888 he was given the command of the *Gazelle*, which he retained one season, going the next year on the *W. H. Stevens*, on which vessel he remained four years. On the *North West* he served as second officer, and in 1896 he came out on the *George Farwell* as master. Captain Tyrney has been on the lakes every season since 1869. He has never suffered shipwreck nor any accident of a serious nature. Dennis Flynn and wife, his grandparents, are old settlers of Clyde, Ohio, to which place they removed in their early married life from Vermont, and with them Mr. Tyrney made his home in his youth. His brother-in-law, Gilbert Wild, is second mate at the present time on the *Specular*.

On November 20, 1882, Captain Tyrney was married to Miss Cora Wild, and they have two children: Ethel, born April 6, 1883, and Leonora, born February 6, 1890. Both these children are at present in school.

B. T. McCANNA. The name of the subject of this brief review is well known to all marine engineers in connection with the McCanna Cylinder Lubricator, which has come into such common use since its introduction in 1890. This useful device was invented by our subject, B. T. McCanna, and his brother, J. F. McCanna, who were employed in engine works together at the time, and it is manufactured by Hills-McCanna Company, of Chicago.

B. T. McCanna was born November 18, 1867, at Waukegan, Ill., a son of John M. McCanna, a native of England, who at the age of four years came to America, and from 1852 until recently made his home in Illinois; he now resides in Spokane, Wash. While living in Waukegan he owned a flax-mill, and in it our subject secured his first lessons of the machinist's trade. At the age of nineteen years B. T. McCanna began the marine life to which he has since devoted the greater part of his time. His first season he spent on the *Thomas Simpson* as fireman, and he then went on the *George Dun-*

bar and served one year on her in the same position. In the following years he served on the *Ira H. Owen*, *Marina* and *Maritana* as second engineer on each, and then went on the *Maruba* in 1893 as chief, which position he held five years, or up to the close of the season of 1898. He is now (1899) filling a similar position on the *Maricopa*.

Mr. McCanna is married, and resides at No. 25 Gross Terrace, Chicago. Socially, he is a member of the M. E. B. A. No. 4, of Chicago.

CAPTAIN THOMAS WILKINS. In the city of Erie particularly, and at all ports of the Great Lakes in general, Capt. Thomas Wilkins a half century ago was one of the best known masters of the lakes. He has left a record which is both interesting and memorable. He was born in or near the town of Langharne, county of Carmarthen, South Wales, in March, 1794. At the age of about eleven years he went aboard a small sloop of about twelve tons, owned and commanded by one Harry Thomas, engaged in carrying coal from Kidlevelley to Langharne, Carmarthen and other small towns in Carmarthen bay. Two years after this maritime career began, the mother of our subject, to whom he, the youngest child of the family, was very closely attached, died.

Thomas then shipped aboard a larger sloop, which traded up as far as Bristol, a distance of 100 miles. Here the boy first saw some larger ships that traded to the West Indies. He sailed between Langharne and Bristol for a year and then attended school one winter. A war prize, built galiot, was about this time driven ashore at Langharne and was purchased by a Mr. Waters, and made a full-rigged brig of about 250 tons burden. On board this vessel Thomas Wilkins, at the age of fourteen years, was bound an apprentice for three years. She loaded with coal and oak bark for Cork island and here for the first time the boy witnessed the desecration of the Sabbath by dancing and drunkenness. In a boisterous passage to London with provisions the brig lost both anchors but finally made the port of Dover. Procuring new anchors and making needed repairs, Cap-

tain Randall proceeded to London. The Captain was a man of great deliberation and after the next trip to Dublin he was ordered home and discharged. Loading a little later for Oporto under Captain George with staves the brig sailed with a small fleet of merchantmen under the convoy of a frigate, for French privateers made sailing dangerous. The brig hove to the first night out, waiting for the fleet, which she had outrun, to approach and a galiot-rigged vessel ran into her broadside and took off the bowsprit. She put back, made repairs and ran alone to Oporto, arriving safely. The hostile French and English armies were then encamped within a few miles of that city. A little later the brig sailed to Quebec for timber. After loading at that port, she waited for a few days to sail with a fleet under the convoy of man-of-war and the vessels kept together until they reached the banks of Newfoundland, when during a fog they separated. After a boisterous voyage they reached Cardigan bay, their destination.

When Captain Wilkins was about seventeen years of age the brig was boarded by a French privateer, and the entire crew, except three boys, were taken off. As the oldest of the three apprentices, young Wilkins took command of the brig and was bringing her into port, when five men came off shore in a boat and induced him, after some delay, to give them control of the vessel. They demanded salvage, but the consignee employed Robert Peel, afterward a famous lawyer, to defend the suit, which was afterward compromised by paying the five men a small sum each.

Our subject soon after deserted, on account of the brutality of the new captain, but he was arrested and put into jail. He enlisted in the 104th Regiment of infantry, known as the New Brunswickers, raised in that Province. He received twelve guineas bounty for enlisting. The regimental headquarters were then at Frederickton. Mr. Wilkins was in this regiment when the war of 1812 opened. He was made the captain of a small schooner, running between St. John and Frederickton, and, when the regiment was a little later

ordered to Quebec, Captain Wilkins had to leave his schooner and take up arms as a soldier. He remained with the regiment six years and ten months, but in all this time did actual soldier duty little over one year, being employed usually on some vessel. During the last three years of his service he had the rank of corporal. After his discharge Captain Wilkins settled a short time upon a tract of 100 acres of land in Upper Canada, which had been granted to him on condition of this settlement; but tiring of the land, he left, crossed the St. Lawrence to the American side in 1818, and shipped aboard the schooner Niagara at \$18 per month. He was at Niagara when there was only one building, a shanty, on the Canadian side and none on the American side. After serving in various ways on several small schooners, Captain Wilkins became mate of the Superior. She was frozen in the ice, and he and William Tooley remained aboard all winter, keeping ship. Captain Wilkins later sailed aboard the schooners Diligence and Decatur and then shipped as mate of the General Wayne, but as she was not fitted out he shipped on board the revenue cutter Porcupine, which had been one of Commodore Perry's fleet in the battle of Lake Erie. For six years he then sailed as master of a schooner in the Green Bay trade. She was built by Rufus S. Reed, but as Captain Wilkins had not yet received his naturalization papers his name did not appear on her papers. In 1826 he sailed the schooner Pontiac for Mr. Reed; in 1827, the steamer William Penn; in 1828, the schooner Prudence, of Buffalo; in 1829, the schooner Columbus, of Ashtabula. In 1830 he was mate of a small schooner called the William Peacock, and in 1831 became master of the S. B. Peacock, which he sailed until the fall of 1834, closing the season in the steamboat Pennsylvania.

In 1835 Captain Wilkins became master of the steamboat Thomas Jefferson, and sailed her until 1840, when Mr. Reed transferred him to the Missouri. He remained master of the Missouri until the middle of the season of 1847. He remained on shore until October, that season, when he took

charge of the steamer Troy, having purchased a one-eighth interest in the vessel. Captain Wilkins held command of the Troy until 1852, when he sold his interest at a loss of \$300 and left the boat. This terminated the active career of our subject on the Great Lakes. He had sailed for over thirty-four years, beginning in October, 1818, when he went aboard the Superior. The Walk-in-the-Water was then the only steam craft on the lakes and the largest sail vessel, the schooner Michigan, was a fraction under 100 tons. Captain Wilkins was aboard three steamers when their boilers exploded, the William Peacock, near Buffalo, the S. B. Gray, near Black Rock, and the Bay City, near Cleveland. He has had occasion many times to praise God for His care and protection. Including his ocean service, Captain Wilkins sailed about forty-seven years continuously.

He was appointed collector of the port of Erie July 23, 1861. His commission was signed by A. Lincoln and S. Chase. This position Captain Wilkins held through the administrations of Presidents Lincoln and Johnson, resigning in May, 1869, in favor of R. F. Gaggin, but continued as special deputy collector until his death, which occurred October 2, 1870. When he left the lakes he purchased a farm on the south side of Erie, which has since been taken within the limits of the city.

Captain Wilkins was married May 4, 1821, to Anne Henton by Myron Backus, J. P. She died October 30, 1833, aged thirty years. For his second wife he married Mary Backus, December 5, 1834. By his first wife he had two children, Capt. Ben Wilkins and Mrs. Jane Burton. By his second wife he also left two children, George, and Mrs. Anna Sterrett. His second wife and all his children have since passed also to the great beyond, but grandchildren remain at Erie to hold in reverence his memory.

CAPTAIN J. DUNN, a retired lake master living at No. 7 Cemetery street, Cleveland, Ohio, was born in Leicestershire, England, in 1821, and came to the United States with the rest of the family, locating in Cleveland, in 1834. The father being a stone

mason Joseph was apprenticed to that trade, but at the age of sixteen he commenced sailing as cabin boy on a lake vessel, and was rapidly promoted until he became master, commanding a number of vessels well known in the early days. He retired from the water in 1850 and has since spent his time on shore.

In 1847 Captain Dunn was united in marriage to Miss Elizabeth A. Downs, of Cleveland, and they have two sons—Theodore Joseph and Albert James. During the early part of the Civil war, the Captain was a member of Company A. Cleveland Light Artillery, and during his service had a finger short off and was otherwise injured. He belongs to Memorial Post, G. A. R.

CAPTAIN ALEXANDER PORTER learned his seamanship in the old days when it required a well qualified and skillful master mariner to sail a schooner, as the Government had not yet established the excellent system of aids to navigation that now meet the skipper at every turn. He was quick to learn the rudiments of his profession, and being a thrifty young man was soon able to purchase and sail his own vessel. Captain Porter was born in Lorain, Ohio, on March 16, 1843, son of Nathaniel and Clarissa (Brighton) Porter. His father, who was a native of the North of Ireland, came to the United States when a boy in his 'teens, locating in Massachusetts, where he first met the lady he made his wife. Shortly afterward they removed to Lorain, where in the course of time Mr. Porter purchased a brickyard and a large farm, both of which the children inherited at the time of his death.

Although Captain Porter began sailing when he was fifteen years of age, he did not discontinue his studies, as he spent several winters at Oberlin College; he had previously attended the public schools. His first berth on the lakes was as cook in the scow Orleans, and he served in like capacity the next season in the scow Black Swan. The same year he shipped with Capt. Aaron Root in the bark Pearson, in which he made a voyage to Liverpool with a cargo of staves

and timber. On the return passage the Pearson was frozen in the canal at Thorold, Ontario, and remained until the opening of the canal the next spring, when she fitted out and went into the Chicago grain trade. In the spring of 1861 Captain Church took command of the Pearson and young Porter sailed with him three seasons. The next season he was appointed mate in the schooner Milan, following with a season in the same capacity on the schooner Winona, and in the spring of 1866, having purchased an interest in the scow Porter, he took command of her and sailed her seven seasons. He and his brothers then built the schooner Three Brothers and Alex sailed her until 1885, when he was made master of the schooner Thomas Gawn, holding that position four seasons. In 1889 he took the schooner Genoa, and in 1890 the steamer Robert Wallace, in which he still owns a money interest. The next spring he was again appointed master of the schooner Gneoa and sailed her three seasons. During the season of 1894 Captain Porter sailed the schooner David Wallace, and in 1895 the Tasmania. The next two seasons he was compelled to stop ashore, suffering from rheumatism contracted in the line of duty, but the time was not lost, as he was enabled to look after his real estate in Lorain, where he owns four village lots and two houses. During the season of 1898 he sailed the schooner David Wallace, in which he owns an interest; he also has shares in the steamer J. H. Outhwaite, schooner H. A. Barr, steamer Robert Wallace and steel steamer Vulcan.

Captain Porter was married, in 1871, to Miss Deliska Freeman, daughter of Rensselaer Freeman, of La Grange, Ohio. The family homestead is in Lorain, Ohio. Fraternally, he is a Master Mason, a Knight of the Maccabees and a member of the Royal Arcanum.

CAPTAIN ALEX. MCFARLAND is a ship-master well known along the chain of the Great Lakes. He manifested a strong desire for a marine life at an early age and has thus far spent the greater part of his life in sailing. He was born November 29, 1842,

at Sault Ste. Marie, Mich., the son of Peter and Elizabeth (Greenow) McFarland, who were natives of Michigan and Montreal respectively. They had a family of five children, of whom Anna, now the widow of Ebenezer Warner, is a resident of Sault Ste. Marie; Charlotte, unmarried, also resides at that place; Jane is deceased; John is in the employ of the Government surveying party at present operating at Vermilion, Ohio. Peter McFarland died in 1894; he was a lifelong sailor, and was for many years connected with a surveying party engaged in making lake charts.

At his native place Captain McFarland lived for only a short time, and for six years his home was in Montreal, where he attended school. He then returned to Michigan and from there went to Philadelphia, from which port he began sailing as boy on the schooner Wing. Along the coast of the United States he cruised for four years, and he then came to the lakes, where he was first employed on the schooners St. Andrews, De Soto, E. C. Roberts, Warner and Delight. The following two years were spent on the Manhattan as wheelsman, after which he transferred to the Northern Light as second mate, and then to the Likely Bell as second mate and mate. Captain McFarland's reputation as a pilot on Lake Superior is well known. For several years closely following his service on these boats, he was employed in this capacity on a Buffalo fleet, and he then returned to salt water, sailing from Puget Sound to Lower California for two years, after which he came to Ashland, where he was employed in the ore trimming business three years. In 1890 he entered the employ of Pickands, Mather & Co., of Cleveland, and sailed on the Matoa and Masaba as mate, afterward taking command of the Mariska, which position he held four years; in 1896 he came to the Matoa.

Captain McFarland was married, July 5, 1894, to Miss Elizabeth Gore, of Cleveland. They have one child, Gertrude.

CAPTAIN CHARLES T. BROWN, the ever popular captain of the steamer Alvin A. Turner, with residence at West Bay City,

Mich., and who has for forty or more years been connected with the Great Lakes as a mariner, was born in Michigan November 29, 1840, and is a son of James D. and Emily Brown. The former, a native of Michigan, was for many years a well-to-do farmer in that State, and the mother was formerly of Ohio.

The Captain was reared on the home farm and received his education in the schools of his native place. Having made up his mind to follow the lakes for a livelihood in preference to agriculture, at the age of seventeen he went on a propeller as cabin boy; next was cook on the tug Armstrong, after which he sailed on the schooner Traveler, following this as wheelsman on the Chicago; was second mate of the Dubuque; then joined the propeller Antelope as mate for two and a half years. His next vessel was the ship Susquehanna, transferring to the propeller Prindiville, which he left to become master of the steamer Emma E. Thompson. Purchasing a half-interest in the steamer Stephen C. Hall, he sailed her as master, and later became interested as part owner of the schooner White & Frisant, of which he was in command. He then became master of the City of New York, and soon after bought the schooner Gebhardt, after which he was recognized as part owner and master of the steamer Alvin A. Turner, his present charge.

CAPTAIN M. L. EDWARDS, who is a son of Capt. Joseph and Amy Johnston Edwards, was born May 26, 1852, in Manitowoc, Wis. His father, who was a master and owner of lake vessels for many years, was born in Jersey City, N. J., in 1801, and his mother was a native of New York City, born in 1804. The grandparents were natives of New England.

Captain Joseph Edwards built the first fishing boat, the first scow and the first tug ever constructed in Manitowoc and sailed them. He was also master of several other vessels. In 1861, during the war of the Rebellion, leaving home, wife and children, he enlisted in the Thirty-second Wis. Vol. Inf., and took an honorable part with his regiment in the battles around Vicksburg

and Cold Springs, with Gen. Tecumseh Sherman, under whom he also participated in his march to the sea, joining in all of the battles of that famous campaign at Resaca, Big Shanty, Lookout Mountain, Kenesaw, Dallas, Atlanta and Savannah. He was also in the invasion of North and South Carolina, his last battle being at Bentonville, N. C. Among the trophies he secured was a drum captured from the enemy, which is held by the family as an heirloom. The sons of the family who were sailors and warriors were Capt. Henry Edwards, who sailed the schooner Citizen, The Convoy, Clipper City, Transit, C. L. Johnson (now the C. Y. M. Z. A.) and other vessels; his death occurred at Pine Lake, Wis. Capt. Daniel Edwards, who now owns and sails vessels at Santiago, Cal., was for a time in the employ of the Lake Navigation Company and he also sailed the schooners Belle, Fox, brig Coral, Black Hawk, and Rock Mountain; he enlisted in a Wisconsin battery of artillery and served with credit throughout the Civil war. Joseph, another captain, commanded among other vessels the schooners Sea Gull, Gertrude, Two Charlies, El Tempo and Driver, and the tugs Cyclone, Arctic and Gregory; he also took up arms for the Union, having enlisted in a Wisconsin calvary regiment; he has retired from active duty. Capt. Perry Edwards, the fourth son, enlisted in the Nineteenth Wis. Vol. Inf., and served until the close of the war, and it may be observed here that the mother had a son to represent her in each branch of the great army of the North, calvary, infantry and artillery; Perry was also a lake captain and sailed the schooners Blue Bell, Eclipse, Cuyahoga and Australia, the tug Arctic for the Goodrich line, and was in the steamer T. S. Faxon a short time.

Capt. Milton L. Edwards, the fifth son in the family, was too young to go to war. He attended school at Manitowoc until 1864, when he shipped on the schooner Adele, trading to Green Bay, and he subsequently sailed in the Royal, Grace Greenwood, Monarch, King Sisters and Arnold, at the age of seventeen serving as master of the schooner C. L. Johnson alternately

with his brother Henry. In the spring of 1870 he was appointed to the command of the schooner Ben Moe, which he sailed three seasons, and he sailed his next boat, the Evaline, for two seasons. In 1876 he purchased a half-interest in the scow Selma, sailing her until the fall of 1877, when he sold his interest and went to the Black Hills to seek for gold. On his return to the lakes in the spring of 1878 he was appointed master of the schooner Ithaca, following with two seasons as master of the schooner Gen. Franz Sigel and two seasons on the Oliver Culver. In 1883 he bought the schooner Cascade and sailed her two seasons. He was then appointed master of the John Kelderhouse, holding that berth until 1887, when he was appointed keeper of the lightship Cascade, anchored off Chicago harbor, and after serving in that capacity two years he took her as master and sailed her successfully until 1895, when he sold her. For the following two years he was in the employ of the city of Chicago as keeper of the Lake View water works crib, and in 1897 he purchased the schooner West Side, which he has sailed up to this writing. He has eight issues of master's papers. Socially the Captain is a Royal Arch Mason of Corinthian Chapter and a Master Mason of Covenant Lodge, of Chicago.

In 1878 Captain Edwards wedded Miss Minnie Stone, daughter of Capt. Richard and Elizabeth (Brooks) Stone, of Chicago, and the children born to this union are Addison K., Wilbur F., Harvey B., Mattie E., Irene A. and Erma L. The family make their home at No. 675 Osgood street, Chicago, Illinois.

A. D. BIRDSALL was born at Franklin, N. Y., in 1863, and received his education at Unadilla, Otsego county, that State. He learned the machinist's trade in the R. K. Teller machine shop at Unadilla, and subsequently worked for the Cleveland Ship Building Company, the Case Agricultural Works at Racine, and with Shepley & Walls, at Binghamton, N. Y. In 1882 Mr. Birdsall began life on the lakes as watchman on the steamer Frank Moffat, of Port

Huron, finishing the season as wheelsman. The season of 1883 he was wheelsman of the Milton D. Ward, out of Detroit. He began the season of 1884 as mate of the side-wheel steamer Idlewild, plying between Toledo and Detroit, finishing as mate of the Sigma, a steamyacht owned by Colonel Reynolds, then president of the Wabash railroad. In 1885 Mr. Birdsall shipped as greaser of the Cambria, where he remained throughout the season. He was greaser on the Northern Light for the season of 1886, and was second engineer for the seasons of 1887-88 on the John M. Nichol and Northern King, holding a similar position on the Saginaw Valley until June, 1889, when he went to Detroit to become foreman over the shops and machinery of the Michigan Adamant Plaster Company. Here he remained until April, 1890, at which time he put in a new plant and new works for the above named company at Marquette, and became foreman there, continuing in this employ three and a half years. The winter following he was engaged in the Electric Light Works of that city. His next employment was at Marine City, where he fitted out the steamer New Baltimore, on which he remained as chief engineer for one season. During the early part of 1894 he was second engineer of the steamer Alaska, and chief of the Delaware for the remainder of the season. In 1895 he was chief engineer of the Connecting and Terminal Elevator at Buffalo, and for the season of 1896 he was chief engineer of the steamer Delaware.

Mr. Birdsall was married, at Cleveland, on April 13, 1889, to Miss Nora Van Kuren, of Youngstown, N. Y., and they have two children—Edna Madge and Ada Grace.

EVANS JENKINS. A man more devoted to his calling could hardly be found than Evans Jenkins, of Cleveland, who holds the position of chief engineer on the Penobscot at the present time. He was born October 14, 1851, at Glasgow, Scotland, and at the age of three years came to America with his parents, the family settling in Ogdensburg, N. Y., where he attended school and lived for some years. He commenced his active

career by shipping as boy and cook on the sloop *Dolphin*, of Alexandria Bay, and he subsequently entered a shop at Bay City, Mich., and worked at the machinist's trade for several months. Upon a harbor tug at East Saginaw he spent some time as fireman and then went to the *Fanny White* in that capacity, becoming engineer after the first season. The following season he spent upon the tug *M. F. Merrick* and the *A. F. Gay* as chief engineer; next season was second on the steamer *Antelope*; and then, after a year on the *Coffinberry* as second, spent two seasons on the *J. W. Bennett* as chief. He spent the succeeding seasons upon the *Wellington R. Burt*, *Bell Cross*, *Kitty Forbes*, *Favorite*, *Robert Rhodes*, *Neosho*, *Neshoto*, *Thomas Cranage* and *Pioneer*, and then, in 1896, transferred to the *Penobscot*.

On July 13, 1876, Mr. Jenkins married Miss Bridget Maher, of Bay City, a sister of Michael Maher, who was for some time local inspector at Port Huron. Mr. and Mrs. Jenkins have five children: Hattie, Evans, Jr., Thomas, Walter, and Mary, of whom Hattie is married to Adelbert Ward, and Evans is at present with his father in the *Penobscot* as oiler, having previously spent a season on the *Pioneer* in the same capacity. Fraternally Mr. Jenkins is a member of the Royal Arcanum and the Marine Engineers Beneficial Association. John Jenkins, brother of Evans Jenkins, is master of the *W. H. Sawyer*; his father, David Jenkins, born in Glasgow, Scotland, spent the greater part of his life as a marine engineer on the Great Lakes, and died in July, 1873.

CHARLES C. TOWER, who is now a member of the fire department of Cleveland, spent ten years of his early life sailing on the lakes, rising to the position of mate. He was born in Cleveland, January 17, 1870, and commenced sailing at the age of fourteen years on the tow barge *Specular*, which has since been converted into a steam propeller, spending four years on this vessel as boy, second mate and mate. Then he went to the steamer *Colonial*, on which he served as second mate for three years and as mate

for two years. He was mate of the steamer *Frontenac* for two months in the spring of 1892, and then became second mate of the steamer *Missoula*. After laying her up in the fall of 1893, he went to Cleveland and took the examination for admission to the fire department, and being successful, he was appointed to the force in April, 1894.

HUGH McCANN, one of four brothers and six sisters, children of Daniel and Annie (O'Rourke) McCann, was born at Dundrum, County Down, Ireland, January 1, 1865.

Mr. McCann began his sailing career when about fourteen years of age, going first as ordinary and afterward as able seaman on a vessel trading to the East Indies. Next going on the *Carniola* as able seaman, he made two trips from Belfast to Brooklyn, Java and the Phillipine Islands and back to Liverpool, the voyages covering a period of three years and four months. Following this he went on the *Lord Donnshire* in the same capacity for a trip to Adelaide, Australia, taking fifteen months. The next two years he was on the steamboat *Bell*, on the Black Sea, and for the succeeding ten months went on the coast on the *Express*, following with about eleven months on the *Bell Brake* to Montevideo. He now commenced sailing on the Great Lakes, remaining five months on the *Albacor*, on Lake Ontario. Afterward he went before the mast on the *F. L. Danforth*, *A. P. Beals*, *O. H. Hollaren*, *Savin* and *A. P. Nichols* in the order named, his service in these boats covering a period of about two years, and in 1891 he went as lookout on the *Philadelphia* for that season. During 1892 and the first half of 1893 he was wheeling on the *Wissahickon*, finishing the latter season on the *Conemaugh*. The season of 1894 found him wheeling on the *Grand Traverse*, and the next on the *Russia*, finishing the last half as her second mate, which position he also held for the season of 1896. Mr. McCann was on the *Conemaugh* when she ran into and sunk the *Brittania* on Lake Huron, near Detroit, picking up all of her crew but one, who was drowned. He is a member of Local Har-

bor No. 41, Buffalo Harbor Lake Pilots Association, and resides at No. 10 Kentucky street, Buffalo, New York.

WILLIAM YOUNG. Among the younger men who have won marked success in the lake marine is William Young, of Cleveland. Mr. Young has been sailing something more than a score of years, and he is to-day chief engineer of the Lockwood Transportation Company, the Lakeland Transportation Company and the Lake Erie Transportation Company.

He was born in the year 1857, in Cleveland, his father being Capt. George Young, a well-known lake navigator of the earlier times. His first sailing experience came when he was fifteen years of age on board the schooner *Marquette*. He remained with this vessel until she was lost in the fall of 1873 on Grand island, Lake Superior, having gone ashore at Sand Point in a snow storm, while attempting to make the harbor entrance. After this Mr. Young spent several years as fireman on tugs in the Detroit river and at Cleveland, receiving his engineer's license in 1881. He now became second engineer of the passenger steamer *Potomac*, and of the steambarge *Henry Howard*, remaining one season in each, and was second of the *V. Swain* two seasons, of the *Raleigh* two seasons, and of the *Australian* one season. Following this he was chief of the *David Ballentine* one season, of the *C. J. Kershaw* three seasons, of the *V. H. Ketcham* three seasons, and of the *Geo. W. Roby* one season. Since 1890 he has been chief engineer of the lines mentioned, which are controlled by the estate of the late Capt. W. S. Mack, and has had charge of laying them up and of all repairs and alterations to machinery.

In 1888 Mr. Young married Miss Louisa Lehr, of Cleveland.

JOHN METKE was born in November, 1855, in Buffalo, N. Y., son of Frederick and Minnie Metke. He spent his early life attending the public schools of his native city, and then learned the carpenter's trade, at which he served an apprenticeship of three years. Old Lake Erie, lying

so near the doors of his birthplace, offered him a good opportunity to extend his travels. He therefore went down to the docks and shipped on the steamer *Russia* as fireman, continuing on her three seasons. For about five years following he remained ashore, engaged at his trade in the Buffalo, Rochester & Pittsburgh railroad machine shops, but in 1887 he again took up the life of a sailor, shipping as oiler on the steamer *Badger State*, of the Western Transit line, on which he remained three seasons. In 1890 he took out his first engineer's license and was appointed first assistant engineer of the steamer *Fountain City*. In 1891 he transferred to the steamer *Montana* as first assistant, and in 1892 to the *Olympia* in the same capacity. In the spring of 1893 he shipped on the *Yuma* as first assistant, finishing the season on the *Barnum*, which was sunk by collision the following summer. In 1894 he went on the steamer *Cormorant*, and in 1895 he was made chief engineer of the excursion steamer *Nellie*, plying between Buffalo and Edgewater Park with pleasure parties, retaining this position until the close of navigation in 1896. He is a member of the Marine Engineers Beneficial Association, of Buffalo.

Mr. Metke was united in marriage in 1880 to Miss Elizabeth Eva Ciemer, of Buffalo, N. Y. The children born to this union are named, respectively, John G., Carrie E., Lillian, George, Edward, Minnie, Robert and Nelson. The family residence is at No. 30 Mathews street, Buffalo, New York.

CAPTAIN GEORGE YOUNG, deceased. An unusually varied career was that of Capt. George Young, who was one of the earlier ship masters of the Great Lakes, and who commanded many of the largest vessels of his time. Captain Young was a native of Aberdeen, Scotland, his father being a ship carpenter who placed him on board a vessel bound for Hamburg when he was eleven years of age. The vessel tied up at the latter port and remained out of service an entire year, during which period the young boy lived on board. The ship was ordered to New York, and on the voyage across the

ocean, the captain had a dispute with his first mate and whipped him in the boy's presence. When the ship arrived in New York, the mate swore out papers for the captain's arrest, and the captain, fearing that the boy's testimony might turn the case against him, shipped the youngster on another vessel bound for Savannah. He arrived in the Southern port without a cent in his pockets, homeless and friendless, and utterly at a loss for any means to take him back to his parents. He offered his services to the first vessel leaving port, and in this way found himself shortly after in Vera Cruz, Mexico. The Mexican war had just broken out, and learning that high wages were being offered for volunteers, he decided to join the Mexican army. He became "powder monkey" in a Mexican battery, although, as he confessed in later years, he was not large enough to lift the cartridges up to the mouth of the gun. He had been in the Mexican service about six months, when one day, the battery he was in had an engagement with a United States battery and he was taken prisoner. His captors were residents of Cleveland, and as he had no other place to go when they returned home they took him with them. In that manner he was introduced to the Great Lakes and to Cleveland, and in the latter city he made his home until his death.

He resumed the life of a sailor, and in 1854 he sailed around the Horn to California, being absent from home three years on a gold hunting excursion. When he returned to Cleveland he sailed as mate one season and thereafter as master. Among the crafts commanded by him were the scow A. Fredericks, and the schooners Delight, Flight, Jno. Weber and Abraham Buckingham, the brig Commerce, the schooner Marquette; the C. G. Breed, of which he owned one-half, the William Boyden and Narragansett. In 1876 he was appointed keeper of the lightship at Grosse Point, which position he held four years. Then for five years he held a similar position at White Shoals, Mich. During his active sailing career he took the schooner Delight to Lake Superior. This was before the Sault Canal was opened and the De-

light was moved over the passage on wheels. He sailed this vessel to Copper Harbor for the Hudson Bay Fur Company. Captain Young was in command of one of the first large vessels that went to Duluth, the ship being loaded with railroad iron.

On February 25, 1857, he married Miss Charlotte Saunders, of Royalton, Ohio. Their children are: William, Susan, Ann Eliza, Charlotte, George and Joseph. A son and a daughter, John and Jennie, are deceased. The first son, William, is chief engineer of a fleet of lake steamers, and Joseph is second engineer of the steamer Ketcham. Captain Young passed away in May, 1893, his death being caused by cancer of the tongue.

BYRON J. HOPKINS, who has sailed as marine engineer out of Holland, Mich., for a number of years, is endowed with many of the good qualities so necessary in one of his calling. He was born November 25, 1864, son of James and Delia (Curley) Hopkins; the father was a well known lake master and pilot; he sailed the scow Three Bells, the schooners Evaline, A. P. Dutton, and many others. The men of the mother's family were also sailors of repute.

Byron J. Hopkins acquired his education in the public schools of Racine, Wis., to which city his parents removed, later returning to Holland, out of which port he began his lakefaring life. In the spring of 1880, he shipped as fireman in the steamer A. H. Morrison, owned by Mr. Preston, of St. Joseph, Mich., and followed with a season in the tug Charlesworth in the same capacity. In 1882 he fired the steamer A. R. Colburn, continuing on her the following season, and in 1884 he shipped on the steamer C. W. Moore, also as fireman. In the spring of 1885, Mr. Hopkins took out his license and was appointed first assistant on the steamer J. C. Suit, of Saugatuck, the following season filling a like berth on the new steamer H. A. Root. In the spring of 1887 he joined the steamer T. D. Stimson, as second engineer, and the next year served as second in the new steamers Pilgrim and Charles McVea, respectively. In the spring of 1889 Mr. Hopkins was ap-

pointed chief engineer of the passenger steamer A. B. Taylor, which plied between Hancock and Isle Royal and was later under charter to an exploring party of English capitalists, who were prospecting for copper ore. In 1890 he was made assistant engineer on the steamer E. E. Thompson, and the next season on the Isabella J. Boyce; in the spring of 1892 becoming first assistant on the steamer A. R. Colburn. In 1893 he was appointed first assistant on the passenger steamer Soo City, the next year receiving promotion to the berth of chief engineer, which he has held for five successive seasons, giving good satisfaction to all concerned.

Mr. Hopkins and Miss Edith Hollister were united in marriage on June 25, 1891, and two sons, Arthur James and Claude Russell, have been born to this union. The family home is in Holland. Mrs. Hopkins is a daughter of Fayette and Caroline (Kennedy) Hollister, of South Haven, Mich. Fraternally, Mr. Hopkins belongs to the Marine Engineers Beneficial Association No. 67; the Independent Order of Odd Fellows, and the Ancient Order of United Workmen. He is very fond of a good horse and always keeps one for the use of his family and for his own enjoyment during the winter months.

THOMAS J. McDONNELL, who is a close student of engineering works and accomplished in his profession of marine engineering, is descended from a long line of patriotic warriors, and although himself too young to take an active part in the Civil war, the family was well represented in that struggle. He was born in Rochester, N. Y., August 31, 1853, a son of James and Hannah (Covelle) McDonnell, both of whom were natives of New York and of Scotch parentage. His grandfathers, James T. McDonnell and William C. Covelle, both came to the United States from Scotland prior to the war of 1812 and espoused the cause of their adopted country, the former joining a clipper ship belonging to the American navy, which was very successful in its operations against the enemy; the latter joining General Proctor's army of invasion and being killed at the battle of

Maidstone Cross, twenty miles back of Windsor, Ontario. During the Civil war, the father of our subject enlisted at Ann Arbor in the Seventh Michigan Cavalry, and with his regiment did gallant duty in various cavalry engagements, all of which are recounted in detail in the work entitled "Michigan in the War." Mr. McDonnell was a veterinary surgeon and when General Grant took command of the Army of the Potomac, he was appointed to his staff with a commission as lieutenant. At the close of the war he resigned and soon afterward was appointed veterinary surgeon for the State of Nebraska, holding that honorable office fourteen years, after which he retired to more fully enjoy the comforts of home life. His son, William C., enlisted in the 22d N. Y. V. I., at the breaking out of the war, and at the end of his three months' time re-enlisted in August, and served with his regiment until the close of the war. He then became a railroad construction boss and while at work on a section of the Tennessee railroad in Mississippi, he was murdered by a negro, who at once paid the penalty of his crime. James H., the second son, also enlisted in the 22d N. Y. V. I., and was captured during a hot engagement, sent to Libby prison in Richmond, where he remained confined many months, suffering all the horrors for which the southern prisons were notorious; since returning home at the close of the war, he has been a captain of the Detroit detective police force. Harriet is the wife of Samuel Robinson, a speculator in oil at Oil City, Pennsylvania. Sarah E. is the wife of John Enbody, a pork speculator, living in Fremont City, Neb. George C., like his brother Thomas J., is a marine engineer and was chief of the steamer Arundel, N. K. Fairbanks and George Stone, among other boats. On June 1, 1898, he was appointed chief engineer of the United States man-of-war Massachusetts, a first-class battle ship of the flying squadron under command of Commodore Watson.

Thomas J. McDonnell, received a liberal education in the Rochester public schools, and became a competent machinist, passing four years under instruction with the firm of Jackson & Wyley, of Detroit, Mich.,

and in 1876 shipped in the river tug *Gladiator* as second engineer. Two years later, having thus fulfilled the requirements of law he was appointed chief engineer of the steamer *Albert Miller* and ran her five seasons. He was then placed in charge of the fine pleasure yacht *Uarda*, owned by Cameron D. Waterman, of Detroit, retaining that berth three seasons. He passed the seasons of 1884-85 as chief engineer of the steamer *Chenango*, and the next season stopped ashore at Wyandotte, Mich., having been appointed chief engineer of the soda ash works in that place. In 1887 he was engaged by William H. Langley, a wealthy New Yorker, to take charge of the machinery of the yacht *Tilley*, cruising on the Atlantic coast. At the close of the pleasure season he returned to Detroit and became chief engineer of the power house of the Detroit & Wyandotte motor line, where he remained two years. In 1890 he entered the employ of the Davis Bolt & Oar Works at Wyandotte, as chief erecting boss. In 1893 went to New York City and took charge of the steamyacht *Sultana* for Mr. Langley, who retained his services two seasons, and after a year spent at home in Alma, Mich., he again took charge of the yacht *Sultana*. In the spring of 1897 Mr. McDonnell entered the employ of Capt. James Davidson as chief engineer of the steamer *Shenandoah*, transferring to the steamer *Appomattox* in the spring of 1898.

On August 31, 1875, Mr. McDonnell was united in marriage with Miss Mary M. Davis, of Rochester, N. Y., and the family residence is in Alma, Michigan.

THOMAS REILLY was born December 7, 1865, in Buffalo, N. Y., and received his education in the common schools of his native city. He commenced sailing at the age of seventeen years, in the spring of 1882 shipping as fireman on the tug R. F. Goodman, with Captain James Doyle, for one season. In 1883-84 he went as fireman on the tug *Edward Fisk*, with Capt. R. L. Byers, and during this season he and the other members of the crew performed a meritorious act, running out in the face of a terrible gale and rescuing the crew of

seven men of the barge *Little Jake*, off the Buffalo breakwater. In 1885-6 he shipped on the tug *John B. Griffin*, as fireman, and in 1887 on the tug *Alpha*, in the same capacity. In the spring of 1889 he was appointed chief engineer of the tug *Annie L. Sloan*; in 1890 chief of the *Thomas Edwards*; in 1891 chief of the tug *Genevieve*, finishing the season on the tug *Cheney*; in 1892 chief of the *Kelderhouse*, finishing on the W. F. Halstead, on which he remained till the close of navigation in November, 1896.

Mr. Reilly was united in marriage, July 19, 1891, to Miss Mary Safe, of Buffalo, N. Y., and they have three daughters, Mary, Elizabeth and Margaret. The family residence is at No. 150 Sandusky street, Buffalo.

CAPTAIN HAMILTON CUMMINGS, now living retired at No. 32 Twenty-third avenue, Cleveland, Ohio, spent almost half a century upon the water. He was born on February 16, 1827, in Bangor, County Down, Ireland, and in 1844 first went to sea as an apprentice on the ship *Huron*, on which vessel he remained for three years. Entering the American service, he sailed between New Orleans and Philadelphia on the *Jacob S. Wan* for one season, the following year, during the great famine in Ireland, sailing on the brig *Flora* with a cargo of provisions for the sufferers.

After several years' service upon salt-water Captain Cummings came, in 1850, to Cleveland, and shipped on the schooner *William Monteith*, of Buffalo. During the seasons of 1852 and 1853 he was mate of the schooner *Kosciusko*; in 1854 was mate of the schooner *Herald*, and the following two years served in the same capacity on the schooner *Summit*, of which he was subsequently master from 1857 until 1861. In the latter year he was drafted for service in the Union Army, but the examining physician refused to accept him on account of an injury he had suffered to his foot, believing him unable to march, and having lost his position on the *Summit* he spent the remainder of the year as a recruiting officer. In 1862 he was mate of the barque *Sher-*

man, the next season sailing the schooner *W. W. Arnold*, in 1864 the schooner *Empire State* and the following season becoming master of the schooner *Southwest*, of which he had charge for four years. For the next seven years he was captain of the schooner *Edward Kelley*, and in 1880 he took command of the schooner *Camden*, of which he continued master for twelve years, since which time he has abandoned the water and engaged in business ashore.

In 1853 Captain Cummings married Miss Jane MacNeal, who died ten years later, and of the four children born to them, three died in infancy. William, the eldest, is now a prosperous machinist.

WILLIAM G. ANGELL, of Cleveland, Ohio, is an engineer who has sailed on the lakes and ocean for over forty years, and has had charge of the machinery in some of the best vessels on the lakes in their day. He was born in New York City in 1839, a son of George Angell. After leaving school, at the age of seventeen, he became cook of a schooner, and after serving on her a short time shipped on another schooner, the *Montebello*, trading to the West Indies. A year later he joined the ship *Palmyra*, carrying timber from Richmond, Va., and after six months sailing in that boat shipped on the *Susquehanna* at Philadelphia for the lakes, completing that season on the lake schooner *Kate Robinson*. The next season he sailed on the schooner *George Steele*, and a year later he was fireman on the steamer *Wanderer*, on the St. Lawrence river. Following this he shipped on the schooner *Eureka* for a time. In 1861 he enlisted in the Eighty-first N. Y. V. I., and served through the war, participating in the McClellan campaign from the Peninsula until that general was superseded. He was wounded in the first engagement under Grant, at Cold Harbor, June 4, 1864, a ball passing through his right wrist. Up to this time he had never been in the hospital nor off duty.

When Mr. Angell returned to the lakes, in 1866, he became fireman on the steamer *P. P. Pratt*, and after two years he received his first papers as engineer, in which capacity he has been engaged ever since. He

was on the steamer *Fulton* part of one season; the *P. P. Pratt* four seasons, the *Oneida* one season; the passenger steamer *Kincardine* one season; the *City of Cleveland* one season; the passenger steamer *Oswego Belle* one season; the steamer *Saxon* two years; and the *S. S. Ellsworth* four years. The *Ellsworth* was burned at the foot of Lake Ontario in 1879, and the thirty-three passengers were rescued with all their effects, but the members of the crew lost all they had on board. The machinery of the vessel was taken out a year later and placed in a new hull, Mr. Angell directing the work of overhauling the engines. He then ran the boat two years longer. After this he came to Cleveland and ran the tug *Patrick Henry* for a time, going to Alpena that winter to put the machinery in the new tug *Ralph*, which he operated the following season. On his return to Cleveland he joined the fleet of Capt. Patrick Smith, with which he was connected for three years, and he has since been engaged on the *Bradley* fleet. He was engineer of the tug *Forest City* four seasons, of the steamer *S. E. Sheldon* three seasons, of the *Maurice B. Grover* four and one-half seasons, and of the *Superior* two seasons. Mr. Angell did not sail in 1896 on account of his wrist, which was injured during the war, and which caused him much trouble.

On March 17, 1864, Mr. Angell married Miss Maria Byrne, of Oswego, N. Y. Their children are George L., who is a book-binder in Pittsburg, Penn.; William R., a marine fireman; John A., an engineer in charge of a public building in Cleveland; Peter J., who is following the lakes; Lizzie; and James L.

Mr. Angell has had some very unpleasant and exciting experiences. He once made a trip in the fishing tug *Butcher Boy* as an accommodation to the regular engineer, and the boat was lost at Chagrin river on that trip. In 1878, while on the *Ellsworth*, before that vessel was burned, she was lost at Presque Isle with a load of barley. When the wreckers got her up and started with her for Oswego, a fresh breeze blew up, and the pumps choked so that they were obliged to make for the nearest har-

bor. When they arrived there the hull set so low in the water that she could not get in, and it was necessary to pump her out again; this time she was towed into the harbor and docked without further trouble. At one time the tug James Amadeus took fire and burned out on the inside while the craft was fifteen miles off shore. Mr. Angell and the rest of the crew being rescued by other tugs. He was also on the tug Forest City when she collided with the tug John Gregory while racing for a vessel and was lost off Avon Point in July, 1884. The Forest City sank and the crew were picked up by the other tug.

CAPT. C. W. BROWN, of Cleveland, Ohio, was born February 19, 1847, in Beloit, Wis., the son of Eli Porter and Louisa (Howard) Brown. The father was a saddler by occupation, but the mother belonged to a family of sailors, and thus the Captain comes naturally by his inclinations for a seafaring life. He has spent over 30 years upon the Great Lakes, identified with service in screw-propeller vessels only, and commenced his lake experience on the Wabash, of the Erie Railway line, as lookout for two years. He spent the same length of time on the Owega, Olean, Elmira, Blanchard and Jay Gould; one year on the Glidden; and five years each on the Vienna and the Columbia, at the close of his service on the last named vessel having served as mate for seventeen years. For the next three years and a half he was master of the Northern King, and the following season sailed the Globe. During the period when the steamships North West and North Land were being built by the Globe Iron Works Company he was superintendent of construction for that firm and personally supervised the building of both vessels. In Buffalo, N. Y., in 1870, was celebrated the marriage of Captain Brown and Miss Lena Diebold, and they have become the parents of three children—Harrison W., Hattie M. and Lena L.

CAPTAIN CHARLES HUBBARD was born in Philadelphia, Penn., in 1849. His father was a salt-water sailor and was master of

the clipper-ship American Congress when she was in the prime of her beauty.

Charles Hubbard went to sea out of Philadelphia when but fourteen years old, his first voyage lasting four years and taking him into every quarter of the globe, touching at nearly all the notable ports. He became second mate and mate while quite young, and was master of the steamer Delaware when but twenty-one years of age. In 1865 he enlisted in the United States navy and was assigned to the transport Delaware, afterward being promoted to the office of quartermaster, which position he held six months. He was honorably discharged at the close of the war, and was in Washington the evening of President Lincoln's assassination. Captain Hubbard then shipped on a vessel bound for Liverpool. In 1866 he shipped out of Liverpool on the full-rigged ship Borrowdale, which carried on a ride forty-five sails, to catch the trade winds, and he remained on her one year, plying between Liverpool and Australia in the merchant trade. The following season he went as mate of the ship Young America, the voyage taking him to the White Sea, touching at Archangel in Russia; the Baltic Sea ports; Dantzic and Hanover in Germany; Havre, France; London and Liverpool, and thence home. His next ship was the Pocahontas, which took him into Mediterranean ports in Egypt and around the Cape of Good Hope. In 1868-69 he tried his fortune as a gold digger in Australia, and after realizing fairly well he took passage on his old ship, the Borrowdale, thence east by the way of Cape Horn in the Pocahontas. In 1870 he sailed out of Bath, Maine, on the full-rigged ship Virginia, and the following year on the Caledonia, leaving his ship at New Orleans. In the spring of 1872 he took passage for the north, stopping at Chicago, out of which port he shipped on the schooner Lizzie Throop; the next trip he was appointed mate of her and he made several trips in the fall as master of the same schooner. She was afterward lost on Lake Michigan. During the winter he went down to New Orleans and sailed the schooner Florida on the Mississippi river and the Gulf of Mexico. In the spring he returned to

Chicago and shipped as second mate of the schooner Bigelow on, which he served all season. In 1874 he shipped as mate of the E. R. Williams, and remained on her three seasons, making his home at Toledo, Ohio, during the winter. Freights were good in those days, shippers paying fourteen cents per bushel on corn, Toledo to Oswego. In the spring of 1877 he went as mate of the schooner Marion W. Page, of Milan, a new boat, which at that time was one of the largest on the lakes, carrying 50,000 bushels of wheat.

In 1878-79 the Captain was master of the schooner William Shupe, which was lost on Lake Huron in the fall of 1894. In the fall of 1879 he was transferred, also as master, to the schooner Charles Foster, then the largest sailing vessel on the lakes; she carried 73,000 bushels of wheat. The following season he went as master of the Marion W. Page and sailed her until the fall of 1882. In the spring of 1883 he brought out the big schooner Golden Age new. She was built six miles up the Huron river, by V. Fries, of Milan, Ohio, in the hope that she could be floated down in February with the spring freshet; but owing to a dry spring they could not float her until June. On the 20th of that month it commenced to rain, and continued for three days, and on the 23d the river rose nine feet. Captain Hubbard, with the assistance of four or five farmers, started her, chopping away the trees which impeded her course wherever her helm would catch on in the winding of the river. She stuck in the railroad bridge and detained the mail train over an hour, but finally reached the lake. This novel mode of sailing a big vessel was witnessed by thousands of people. The first trip of the Golden Age was made in August and she brought down 100,000 bushels of corn, then the largest cargo on record, as was her cargo of ore, 2,504 gross tons, from Marquette the following season. This was followed by a cargo of 2,666 gross tons of ore from Escanaba to Cleveland on 15 feet 11 inches draught. Captain Hubbard sailed this big schooner four years, during which time she made money enough to pay for herself.

In 1886 the Captain abandoned sailing for a time and went into the ship brokerage business in Toledo, Ohio. He owned the schooner Renokee, bought the tug interests owned by Mr. T. Huntley, of Toledo, and also had an interest in the schooner Pulaski, which was lost in the fall of 1887 on Lake Michigan, near Good Harbor. In 1888-89 he purchased an interest in the steamer Monohansett and consort Massasoit and the steamer G. G. Hadley; in 1891 he bought an interest in the steamer Pathfinder, and he was manager of a fleet of seven vessels until the fall of 1893. On account of the stringency of the following year the greater part of his vessel property was lost. In the spring of 1896 Captain Hubbard commenced sailing again as master of the schooner Marion W. Page, in the employ of V. Fries, of Milan, with whom he had been twenty years, less the time he was in the brokerage business.

Captain Hubbard was united in marriage, in the fall of 1878, to Miss Rose E. Poland, of Toledo, Ohio. Their children are George C. Hubbard, born in August, 1883, the date the Golden Age made her first trip; and Otis K., born in 1891. The family residence is at No. 1490 Erie street, Toledo. Captain Hubbard is a prominent Mason of the thirty-second degree; a charter member and treasurer of the American Association of Masters and Pilots, at Toledo, Ohio, and a member of the Ship Masters Association. He carries Pennant No. 572.

J. E. LEWIS, whose papers as marine engineer date back to 1867, is one of the best known and most universally esteemed men on the lakes. He carried on an engine, supply store in Detroit for many years and had the reputation of being honorable and upright in all his dealings.

Mr. Lewis is a son of Daniel and Mary (Barker) Lewis, and was born June 6, 1848, in Utica, N. Y. His parents were born in the northern part of Wales and came to the United States in the year 1835, locating in Utica, in which city the father opened a wagon shop. In the course of time he gained a large patronage and became fairly prosperous, continuing the business until

the fall of 1855, when he sold out and removed to Detroit. In 1861 he constructed the little steamer *Star* on Hog Island (now Belle Isle), and took her to the Saginaw river, where he used her as a ferry between the two cities of that name. He was prompted to become a shipbuilder one day while in the wood on the Island, chancing upon a tree that was bent after the fashion of the bow of a boat, and cutting the tree he at once went to work on the little steamer. He reached Saginaw with her on the Fourth of July, his son James being with him, and commenced business, the receipts the first day amounting to over one hundred dollars, and he continued ferrying on the Saginaw river until 1867. In 1863 Mr. Lewis built the side-wheel steamer *Excelsior* at Saginaw, and in 1864 the steamer *S. R. Kirby*, the work being done under the supervision of Mr. Kirby, father of Frank Kirby, of the Detroit Dry Dock Company. He also owned the tug *May Belle*, but did not keep her long.

J. E. Lewis received his primary education in the public schools of Utica, and graduated from the high school in Detroit. He served his apprenticeship to the machinist's trade with the Wickes Brothers, of East Saginaw. Mr. Lewis' first marine experience was gained in 1861-62, as wheelman in his father's boat *Star*, and he went as engineer on the *Excelsior* the next two years. He passed the succeeding seasons in the tug *May Belle* and steamer *S. R. Kirby* (taking out engineer's license in 1867) up to the year 1869, when he left Saginaw and went to Detroit, shipping in the steamer *Gem*, then plying in the ferry between Windsor and Detroit. He remained in that employ eight years, being transferred as chief engineer into the steamers *Argyle* and *Hope*. In the spring of 1877 he entered the employ of the old Northern Transportation Company as chief engineer of the City of Toledo, following with a season in the steamer *Clara*. In 1879 he stopped ashore in Detroit and took charge of the machinery in Clee's mill, retaining that position three years. In 1882 Mr. Lewis was appointed assistant United States boiler inspector for the Detroit district, William J. Wray being the chief,

but he resigned this office to accept a position with the Brush Electric Light Company, for whom he ran the first tower that ever gave forth electric light in Detroit. In the spring of 1884 he opened an engineers' supply store, dealing also in lubricating oils, at No. 36 Jefferson avenue, and carried on profitable business until the Standard Oil Company interfered with him in the fall of 1887, when after a struggle he discontinued the trade. Mr. Lewis then went to West Bay City and put the machinery into the steamers *F. W. Wheeler* and *W. H. Gratwick*, built at Mr. Wheeler's yard. In the spring of 1888 he returned to Detroit and shipped as chief engineer with Capt. J. M. Mitchell in the steamer *Saginaw*. The next year he opened a produce and commission store in Detroit, which he conducted successfully until his retirement from business in June, 1895. On the 19th of that month he again entered the Government employ as engineer of the steamer *Florence B.*, the first mail boat on the Detroit river engaged in delivering mail to passing vessels, remaining in this service until May 14, 1898, when he was appointed chief engineer of the passenger steamer *City of Holland*, plying between Holland and Chicago under command of Capt. J. M. Mitchell.

On January 3, 1873, in Chicago, Mr. Lewis wedded Miss Margaret Flood, of Detroit, the marriage ceremony being performed by the Rev. Dr. Daniels. The children born of this union are: James E., Jr. (who has pilot's papers and has held that office on the passenger steamers *Flora*, *State of Michigan* and *Atlantic*, of the Grummond line), Fred W., William B., Frank and Mary A. Mr. Lewis recently established his sons in the produce and commission business in Detroit, in which they have met with encouraging success. The family home is at No. 16 South street, Detroit, Michigan.

JOHN WILLIAM GREENE, of No. 24 Ferrett street, Cleveland, is a practical machinist and marine engineer of wide experience. He was born in Saginaw, Mich., in 1851, his parents removing to Cleveland in 1853, and in 1866 he became an apprentice

in the Globe Iron Works. He served out his term of three years and remained one year longer as journeyman machinist, after which he was employed in various Cleveland machine shops, among them the shops of Soovering & Fleming, Thomas Manning & Co., the Arctic Ice Machine Company, Gardner Ranson Air Brake Company, Novelty Iron Works, Teare & Thomas, L. L. Crané, King Bridge Company, Younglove Agricultural Works, Cleveland Rolling Mill Company and the Sheridan Horse Nail Company. In 1878 he returned to the Globe Iron Works, where he has been employed ever since except while sailing. His lakefaring career began in 1881, when he became second engineer of the Henry Chisholm, completing the season in this vessel. The following year he became second engineer of the steamer R. P. Ranney, and he was chief engineer of the steamer Selah Chamberlain the next season, after which he held the same berth in the R. P. Ranney for two seasons. In 1886 he took charge of the tool-room of the Globe Iron Works Company, being a skillful toolmaker, and he retained this position until 1895, when he sailed during the early part of the season, being chief engineer of the Horace B. Tuttle for six weeks. On April 16, 1896, he became chief engineer of the steamer Superior, running between Cleveland and Euclid Beach Park, and he continued in this vessel during the excursion season of that year. Mr. Greene was elected, in 1889, on the Republican ticket, as water works trustee, of West Cleveland, and served three years.

In 1871 Mr. Greene was married to Miss Mary Horan, and they had two children, William and Thomas. Mrs. Greene died in 1881, and in 1886 he was united in marriage to Miss Mary Cavanaugh, of Cleveland, who died in June, 1896. This union was blessed with three children—Walter, Hugh and Mary.

CAPTAIN ALEXANDER CLARK is a prominent and popular citizen of Buffalo, N. Y. He was born May 4, 1844, at Orillia, Ontario, where his parents, Capt. Alexander and Christina (McKerl) Clark, first located

on coming to America from Scotland, about the year 1840. Captain Clark, Sr., was a salt-water navigator in the full sense of the term and sailed full-rigged ships and brigs for many years. After his arrival in America he purchased several lake vessels as years passed, until at the time of his death he possessed quite a fleet. His children, Robert, Alexander, John, Hugh, Donald, Ann and Mary, were all born in this country.

Captain Clark removed to Buffalo with his parents when quite young, and received his education in the public schools of that city, attending same until his desire for the life of a sailor led him to ship with his brother Robert, before the mast on the schooner H. G. Jones, remaining on her that season. In the spring of 1857 he shipped on the schooner T. G. Scott as seaman, following this service by a season on the brig George M. Able. In the spring of 1859 he was promoted to the position of lookout on the steamer California, and the following season became wheelsman on the same steamer. In 1860 he wheeled on the steamer Kentucky, and the two following seasons he held a like berth on the steamers Araxes, Equator, Eclipse, Euphrates and Toledo. In the spring of 1863 Mr. Clark was appointed second mate of the steamer Omar Pasha. The following season he sailed as second mate of the steamers Pittsburg and Oneida. In the spring of 1865 he was made mate of the steamer S. D. Caldwell, and in 1866 of the Idaho, on which he continued in that berth for five years. In the spring of 1871 he was appointed master of the steamer Navarino, of the Goodrich Transportation Company, and was in command of her when she was destroyed in the Chicago fire, which created great havoc among the shipping in the harbor at that time. After the loss of his steamboat Captain Clark finished the season as first mate of the old Empire State. In the spring of 1872 he again entered the employ of the Western Transportation Company, as master of the steamer Badger State, which position he held for thirteen years. In 1885 he transferred to the steamer Idaho as master, remaining two seasons on her, and then en-

tering the employ of Messrs. Leopold & Austrian he was appointed master of the passenger steamer City of Fremont, plying between Chicago and Lake Superior ports. His next boat was the Russia, which he sailed until August, 1890, closing that season as master of the steamer Scranton. In the spring of 1891 he purchased an interest in the steamer Robert Mills and sailed her two seasons, with good profit to himself and the other owners.

In 1893 Captain Clark stopped ashore and united with Messrs. Galvin and Boland in the ship brokerage and vessel insurance business in Buffalo under the firm name of Galvin, Clark & Boland. This firm existed but one year, being succeeded by the firm of A. Clark & Co., which is doing business at No. 75 Main street, Buffalo. In 1894 Captain Clark also purchased an interest in the Buffalo Ship Chandlery and Supply Company, of which he is financial manager, and to the affairs of which he devotes much of his time. His career on the lakes has been a remarkable one, and by his energy, seamanship and business qualifications he has acquired a good competency, both in real and personal property. He was instrumental, among the first, in forming the Ship Masters Association, which has become so popular with the steamboat masters on the lakes. In 1886 he became interested in the Excelsior Marine Benevolent Association in Buffalo, the nucleus of the present association, and he was chosen first grand president, holding that office nine consecutive years, during which time he established branches at Port Huron, Chicago, Cleveland, Bay City, Detroit, Toledo, Milwaukee and Marine City. It will be seen, therefore, that much credit is due to Captain Clark for the organization of the admirable system of lodges which form the Ship Masters Association. He is a Knight Templar Mason and a Noble of the Mystic Shrine.

Captain Clark, by his first wife, had one daughter, Annie Christina, now Mrs. Edward J. Lannan. In 1892 he married for his second wife Miss Nellie H. Green, of Buffalo, sister of Capt. James Green, of the steamer Scranton, and Capt. John Green,

of the steamer Russia. One daughter, Henrietta Frances, was born to this marriage. The family residence is at No. 96 Plymouth avenue, Buffalo, New York.

M. E. BRADY was born at Sandskuy, Ohio, in 1852. At an early age he removed to Cleveland, where he learned the machinist's trade in the Lake Shore shops, later entering the Cuyahoga Works, on Detroit street, and there remaining two years as finishing machinist. He then went to work as oiler on the Anchor line of steamers, serving five months in that capacity and finishing the season as second engineer. The following season he shipped as chief engineer on the steamer Gordon Campbell, after which he returned to Cleveland and for one year was engaged in the Globe Iron Works. He then accepted an appointment from Capt. C. E. Benham to run the tug Samson for one year, following this service by a year on the steamer Wokoken. Mr. Brady then brought out new the steamer John Harper, of Fairport, which he engineered one season, and the following year he was placed in charge of the machinery of the new Gilchrist. After remaining on her three months he came ashore and for some time was employed in the Brush Electric Light Works and the Cleveland Machine Screw Works. In 1895 he was appointed to the charge of the machinery in the convent at the corner of Wilson and Scovill avenues, this building and machinery being perhaps among the finest in the City of Cleveland, Ohio. He is now assistant engineer in the large new building owned by M. A. Bradley, the Vulcan, on St. Clair street.

Mr. Brady was united in marriage to Miss Johanna Brady, of Wilmington, Ill., and to them four children have been born: Mary A., Theresa, Elizabeth and Edward.

CAPTAIN C. H. WALLACE attained to the command of a steamboat when comparatively a young man, rising rapidly and filling every position on shipboard from that of second cook, and he has been master of many good vessels, giving universal satisfaction. Although he has but recently be-

come a citizen of Chicago he has gained for himself many staunch friends in his new field of labor, as agent for the Youghioghenny & Lehigh Coal Company.

Captain Wallace is a native of Oswego, N. Y., born January 7, 1861, and is a son of Samuel E. and Maria (Palmer) Wallace, the former of whom was born in Scotland August 2, 1828, and on coming to the United States located in Oswego; the mother was born in Watertown, N. Y., a daughter of Tyler Palmer, and sister of Capt. J. H. Palmer, a ship broker of Cleveland. Samuel E. Wallace, who was a reliable navigator, sailed on the ocean for many years and was also master and owner of several lake craft, among those he commanded being the schooners Grace Murray, Dolphin, George Steel, Saxon, J. B. Penfield, the bark Dreadnaught and the brig Seminole. At the commencement of hostilities between the North and South he enlisted in the navy, his ship doing duty on the coast with the blockading squadron. Soon after the close of the struggle he removed his family to Cleveland, Ohio, where he now lives, retired from active business.

C. H. Wallace accompanied his parents on their removal to Cleveland in 1868, acquiring his education in the public schools of that city. Like his father, he took to marine life when quite young, being only twelve years of age when given his first berth—second cook in the steamer *Cormorant*. It is thought that he did not possess the necessary qualifications demanded in the culinary department, as he made but one trip with the skipper of that boat. He is next found on the steamer *Horace B. Tuttle*, with Capt. Smith Moore, and in the spring of 1874 he shipped with Capt. Charles Hearness, before the mast in the schooner *J. R. Pelton*. The next spring he came out as boy in the schooner *Emma C. Hutchinson* with Captain Mullen, joining her again the year following, but closing the second season in the schooner *Frank Perew*, with Capt. John Lowe. In 1877 he shipped before the mast in the schooner *William Grandy*, and in 1878 in the *Bolivia*, of Oswego, but closed that season in the *William Grandy*. In the spring of 1879 he

shipped in the schooner *Bolivia*, and leaving her in October entered the employ of the Lake Shore & Michigan Southern Railway Company as brakeman, following that occupation during the winter months for the next ten years. In the spring of 1880 Captain Wallace entered the employ of J. H. Palmer and remained with him fourteen seasons, his first berth being that of second mate with Captain Davis in the schooner *John O'Neil*, in which boat he went as mate the next season. In 1882 he was appointed mate of the schooner *Lucerne*, and in 1883 of the schooner *John O'Neil*. In the spring of 1884 he was promoted to the command of the schooner *C. H. Johnson*, sailing her two seasons, and in 1886 transferring to the schooner *Brunette* as master. Two years later he received his first steamboat appointment, the command of the *W. L. Wetmore*, which he sailed six consecutive seasons, always with good results. His next boat was the fine steamer *George Presley*, which he sailed two seasons. It was in the spring of 1896 that he went to Chicago as agent for the O. S. Richardson Fuel Company, and the following year he was made agent for the Independent Fuel Company, which discontinued business, however, on May 1. The Captain then accepted the appointment of master of the steamer *F. & P. M. No. 2*, sailing her until the close of the season. In the spring of 1898 he entered the employ of the Youghioghenny & Lehigh Coal Company, also doing business in Chicago, as agent.

On March 12, 1888, Captain Wallace married Miss Clara Cooper, daughter of F. W. and Dorothy Cooper, of Cleveland, and they have two children: Meta Gertrude and Kenneth Eugene, both attending school in Chicago. The family reside at No. 574 Fullerton avenue, that city. Socially the Captain is a member of Erie Lodge No. 27, I. O. O. F., Pearl Tent, K. O. T. M., and the Ship Masters Association (holding Pennant No. 294), all of Cleveland.

CAPTAIN GEORGE ANGELL, who was one of the best known vessel masters on the Great Lakes in the first half of the present century, had a long and honorable sailing

career, having spent twenty-eight years on the lakes and twelve years on the ocean, where the earlier portion of his nautical experience was gained. He began sailing at an early age, and was master of several different vessels before he left the ocean, commanding, among other salt-water craft, the Rhode Island. He also sailed on the steamer Cahawba. After coming to the Great Lakes he was master successively of the schooners Chesapeake, Reindeer and Palmyra; the brig Columbia; the steamer Lady Barry (which was originally built for a revenue cutter) and the steamer Thomas Jefferson. On reaching middle age the Captain purchased a farm in Jefferson county, N. Y., to which he retired, remaining there until his death, which occurred in 1877. He was then eighty-four years of age, his birth having occurred in 1793, at Otsego, New York.

Captain Angell married Miss Polly F. Harr, of Attleboro, Mass., and they had two children: Jesse L., who is a farmer at Kalamazoo, Mich.; and William G., a successful marine engineer, who resides in Cleveland.

CHARLES T. MARTIN, chief engineer of the steamer W. L. Wetmore, has had a varied and successful career. He was born in 1849, son of Thomas Martin, a prosperous citizen of Brooklyn, N. Y., who sailed on the ocean for a number of years. Charles T. Martin attended the public schools of Brooklyn and commenced sailing on the lakes in 1868, previous to which he had been employed for seven summers driving teams on the Erie, the Delaware & Raritan, the Delaware & Chesapeake canals, and the Schuylkill river. His lake experience opened as fireman on the steam barge Dunkirk. Then he was employed upon the City of Port Huron, after which he spent six and a half years in the employ of the Blanchard line, of Detroit. He was subsequently chief engineer in charge of a tug line at Bay City, serving at various times as chief in engine rooms of the tugs L. Q. Rawson, Marion Teller, A. F. Bartlett and W. S. Parks; the last named boat was brought from Perth Amboy, N. J., by him. His

next service was as chief engineer on the steambarge Don M. Dickinson, once called the Ellen S. Terry, and later he was chief of the Messenger, the Missouri and the tug Onaping. Returning to Cleveland he ran the tug Stone one season, and then became engineer of the steamer Joseph P. Farnum, which was burned on Lake Michigan, twenty-two miles from South Haven. He has since spent a year and a half in the Queen of the West, a like period in the Stephen C. Clark, three years in the Waverly, and two in the W. L. Wetmore, laying up that boat at the close of navigation in 1896.

In 1885 Mr. Martin married Miss Lizzie Riley, of Cleveland.

CAPTAIN THOMAS J. CARNEY, who has been in the employ of J. & T. Charlton, S. B. Grummond and John Pridgeon, all well-known tug owners, is one of the best known men on the Detroit river and adjoining waters. He was born in Amherstburg, Ontario, in the year 1857, and lived there until fourteen years of age, when he entered the employ of a tug company. He obtained a license as mate in the year 1881, and for two seasons served in that capacity on the tug Ballentine, owned by John B. Sullivan, in 1883, becoming captain of the tug Valentine, on which he remained for two seasons. He was on the Crusader three seasons, on the Crusader three seasons, the John Owen two seasons, and has also commanded the Balize and the steambarge Manistique. Captain Carney is in the prime of life, and thus far has an excellent record, having never had any accidents on his boats. He has lived in Detroit ever since he began sailing, and has been an American citizen for the past twenty years. His parents were natives of Ireland.

Captain Carney was married, in January, 1891, and has three children: Thomas Clarence, Lawrence V. and Leo Arthur. He is a very popular man, and has a large circle of friends in and about Detroit.

MARTIN J. FLEMING, an engineer of wide experience and well qualified for the responsible position of engineer of passenger

steamers, is a citizen of Manistee, Mich. He is a native of Cleveland, Ohio, however, born February 24, 1846, son of Watson P. and Harriet (Whitmore) Fleming, the father born in 1821 near Quebec, Canada, of Scotch parentage, and the mother in Essex county, N. Y., in 1823, of English descent. The grandfather, James Fleming, came to America in 1807 and served in the war of 1812.

Watson P. Fleming was an expert machinist and engineer, and for some time was foreman at the old Cuyahoga furnace in Cleveland. He afterward embarked in business at Grand Rapids, Mich., at the time of the Civil war, going thence to Mound City, Ill., to join the United States navy, the date of his enlistment being October 3, 1862. He was appointed chief engineer of the gunboat Chilicothe, operating on the Mississippi, Yazoo and Red rivers, and was with his boat in many hotly contested engagements, participating in the running of the Confederate batteries at Vicksburg and Island No. 10, and with General Banks in his expedition up the Red river. While engaged at close quarters with a Confederate fort a shell from the enemy struck the muzzle of one of the guns on the Chilicothe and exploded the piece, killing fourteen of his shipmates. Mr. Fleming was honorably discharged in the fall of 1864, and after his return home entered the employ of Leitch Brothers as foreman of their machine shops, remaining eleven years. He also had charge of the engine and machinery of the Michigan Barrel Works in Grand Rapids, and held other first-class positions. He sailed on the lakes as chief engineer in the passenger steamers Alabama, North American and a number of others of that class.

After attending the public schools in Cleveland and Grand Rapids, Martin J. Fleming worked in his father's machine and blacksmith shop in the latter place until his enlistment in the Union service, October 7, 1862, four days after his father responded to the call for volunteers. He cast his lot with Company M, Sixth Michigan Cavalry, as bugler in General Custer's famous brigade, and participated in all of the

engagements in which his regiment took part through the valley of the Shenandoah, the stubborn fight at Winchester, where defeat was turned into victory, and the gallant charge at Gettysburg, where the cavalry under General Custer defeated Stewart's experienced troopers and helped to win the most decisive battles of the war. Bugler Fleming has in his possession letters of high commendation from officers of his regiment for the intrepid manner in which he sounded his calls on this great day. He was honorably discharged October 20, 1865, at Washington, D. C., his term of service having expired. While in Washington he was chief bugler at the Soldiers' Rest, which was the main depot, and witnessed the Grand Review in that city, when 600,000 of the best soldiers that ever took part in battle came marching home.

On his return to Grand Rapids, Mr. Fleming settled down to work in the shops of Leitch Brothers, and ran the first engine at the first State fair ever held in that city, his father having charge of machinery hall. He remained with that company five years, and had charge of other stationary engines until the spring of 1877, when he purchased the passenger steamer Minnie, running her on Grand river between Grand Rapids and Grand Haven. In 1878 he put the machinery into the steamer Twilight and sailed her, going as chief engineer of her the two following seasons. From that time he was engaged in chief engineer's berth as follows: In 1881 on the steamer W. H. Barrett; 1882, on the Messenger, plying between Sheboygan and Manistique; 1883, on the Duncan City; 1884, on the George D. Sanford; 1885, on the John D. Dewar; 1886, on the Duncan City; and 1887, on the boats of the Canfield Tug Line at Manistee, consisting of the Irma L. Wheeler, Frank Canfield, Jerry Osgood and Charles Gnewuch, holding that position three years. In the spring of 1890 Mr. Fleming entered the employ of the Seymour line, which was composed of the Skater, Puritan and Petoskey, engineering the Skater two seasons and the others one season each. During the seasons of 1893-94 he was supernumerary engineer in the F. & P.

M. steamers Nos. 2 and 3, and in 1895 he was appointed chief engineer of the steamer Minnie M., closing that season in the Charles West. He subsequently took charge of the machine shop of the Mackinaw Lumber Company's mills at St. Ignace, and that winter overhauled the machinery of the steamer Myrtle M. Ross at Manistee. In the spring of 1898 he fitted out the passenger steamer City of Grand Rapids, putting in new pipes, etc., and engineered her that season. He has twenty-three issues of engineer's and two of master's license. Socially Mr. Fleming is a Knight of the Maccabees, a member of the Marine Engineers Beneficial Association at Manistee, which he serves as chairman of the examining committee, and an active member of the Grand Army of the Republic, in which he has held several offices.

On September 2, 1866, Mr. Fleming wedded Miss Annie, daughter of John E. and Cordelia (Swartout) Spees, of Grand Rapids, formerly of New York State, and they reside in Manistee, Mich. To this union was born one son, Charles J., who commenced to follow the lakes in 1879 with his father in the steamer Twilight and in due time secured engineer's license. After running the tug Frank Canfield for a time he went to Duluth and joined the tug Estelle as chief, transferring to the B. B. Inman, Islander, Miner, Sailor Boy, Columbia, St. Ignace, Alva, Ossifrage, and now serving as chief engineer of the pleasure yacht Mina, owned by Mrs. Margaret Free. He has seven issues of license. He was married to Miss Blanche Hagar, of Chicago, on December 31, 1897.

CAPTAIN H. L. SAVAGE, of Cleveland, master of the schooner Manda, was born in Belfast, Ireland, May 12, 1858, the son of William Savage, a cattle dealer, who lost his life on the English Channel by the wrecking of a vessel on which he had a large consignment of stock. The Captain came to the United States in May, 1873, and soon afterward shipped as second cook on the steamer Egyptian. The following eight years he served before the mast on various vessels, and the first ship of which he was

master was the J. I. Case, which he commanded one season. The next season he was mate on the steamer Aurora, later became master of the schooner Helvetia, and in 1896 was given command of the steel schooner Manda, which in the spring of that year broke all records in carrying the largest cargo of corn into Buffalo; she lost this record later in the season, however, when the larger vessels came out in the same business. In all his sailing experience, which has extended over a period of twenty-five years, Captain Savage has never seen a time when he believed he had cause to be frightened. The only serious accident with which he has met occurred during his service as second mate on the steamer Mary Jarecki, which went ashore on Sable Reef, Lake Superior, July 4, 1883, in a dense fog. The fog lifted after the vessel had been on the beach about ten minutes, and the men camped there several days before the wreck was abandoned. With this exception his sailing career has been of the most peaceful type.

Captain Savage was married, in February, 1888, to Miss Mary McCarty, who had been a school teacher in Cleveland for several years, and they have one child, Daniel, who was born in 1890.

CAPTAIN C. H. JENKING, of Walkerville, Ontario, is a shipmaster well-known in Detroit and vicinity, and a greater part of his marine life thus far has been spent on the car ferries, where by the efficient service he has rendered, he has won a high place in the esteem and confidence of his employers. Captain Jenking is the son of Joseph and Susanna (Irving) Jenking, natives of Canada who are still living at Walkerville, Ontario, aged seventy-seven and seventy-three years respectively. The family is closely connected with the marine history of the vicinity, for Joseph Jenking has spent the greater part of his active life as a shipbuilder; Mrs. Jenking is a sister of Capt. George Irving, who is well-known as a pioneer in marine work on the lakes.

Captain Jenking was born June 28, 1848, at Detroit, and attended the public schools of his native place until the age of sixteen

years, when he obtained work upon the river tugs at that city, thus commencing the occupation to which he has since devoted his time. He went first on the tug *Stranger*, and soon after on the *Vulcan*, I. U. Masters and Sweepstakes, from these tugs transferring to the *Dean Richmond*, at Winslow, running between Buffalo and Chicago, and later to the *Boscobel*, on which he served as wheelsman for part of a season until she was burned in the St. Clair river in September, 1869. His next berth was as mate on the *Satellite*, on which he remained for one year. In 1870 Captain Jenking received serious injuries in Walker's Distillery, at Walkerville, and was obliged to remain on shore one season, but the following year resumed tug work and continued in this employment until 1875. At that time he went on the passenger ferry *Victoria*, as wheelsman and served as such three years, when he went on the yacht *Scotia*, owned by Mr. W. K. Muir, general manager of the Canada Southern railroad. In 1879-80 he was master of the *Isaac May*, a lumber barge running between Georgian Bay and Buffalo, and in 1881 of the tug *George H. Parker*. The following season taking command of the ferry *Ariel*, running from Detroit to Walkerville. In 1884 the Captain entered the employ of the Grand Trunk Railway Company, with which he remained in command of car-ferries until 1891, since which time he has been engaged by the Canadian Pacific Railway Company on the Ontario. Captain Jenking is a member of Lodge No. 33, A. O. U. W., at Walkerville.

CAPTAIN FRANCIS M. STENTON, a steamboat master of good qualifications and success, was born in 1844 at Detroit, Mich. His school-days ended when he was eleven years of age. The majestic river flowing at the foot of his native city, bearing upon its broad and deep bosom the commerce of perhaps the most prolific section of this great country, probably influenced him in forming the resolution to become a sailor, which he did in 1859, joining the crew of the little steamer *Gazelle* in the humble capacity of porter. His berth was lost to

him shortly after, however, as the *Gazelle* was wrecked and went to pieces near Eagle Harbor, the hands escaping in the yawl. He then found a berth on the *City of Cleveland*. In 1860 he shipped on the propeller *Montgomery*, plying between Buffalo and Chicago.

In December, 1861, Captain Stenton enlisted for service in the war of the Rebellion, and was assigned to the Fourteenth Mich. V. I. After participating in many of the engagements of the early part of the war he was captured, in October, 1862, by Forrest's cavalry, was paroled at Murfreesboro, and went to his home. At this time the Eighth Michigan Cavalry was being recruited, and, without considering the fact that he had not yet been exchanged, his enthusiasm led him to enlist in that regiment, with which he served until July 20, 1865. During this time the command was incorporated into the Army of the Cumberland and took part in General Sherman's campaign, starting with cavalry division from Lexington, Ky., and riding by way of Resaca, Big Shanty and Altoona Pass to Kenesaw Mountain, Marietta, Ga., and finally into Atlanta. Before the fall of the city, however, he rode with his regiment on the Stoneman raid, which proved disastrous to the troopers engaged in it. The principal object of this foray into the heart of the Confederacy was the rescue of Federal prisoners confined in the pen at Andersonville, but General Stoneman made Macon, Ga., his first objective point, and his supports failing to arrive he was forced to retire after a stubborn fight without entering that city, as there was a broad and swift-running river intervening. The small squad now with him soon ran up against greatly superior numbers of the Confederates, and General Stoneman was forced to surrender. Captain Stenton at this juncture realized the penalty of his recapture as a paroled prisoner, and led a stampede that deprived General Wheeler of many of his prisoners. He was wounded in an engagement at Nashville, Tenn., and his horse was killed under him at Florence, Ala. He was discharged at Pulaski, Tenn. He was promoted to the rank of orderly sergeant at

the siege of Knoxville. During his service in Kentucky he had the honor of capturing the Confederate General Scott.

On his return to Detroit Captain Stenton shipped in the steamer *Traveler*, which burned alongside the dock at Eagle Harbor, thus closing the year 1865. It is now the province of the biographer, who participated with the Captain in the war episodes related above as sergeant of McLaughlin's Squadron O. V. V. Cavalry, to detail his after life on the lakes. In 1866 he shipped as deckhand on the tug *Mayflower*, but was soon promoted to wheelsman; in 1867 he shipped on the *George W. Bissell*; in 1868 on the steamer *Marine City* as wheelsman; in 1869 in the same capacity on the steamer *City of Toledo*, and in 1870 on the steamer *W. R. Clinton*. In 1871 he went on the steamer *City of Sandusky* as second mate, serving in that berth one year and as mate the following season, from that time to the present he has been engaged as follows: 1873 on the steamer *Huron*, finishing the season on the steamer *John Sherman*, as mate; 1874 on the steamer *Colin Campbell*, finishing the season on the *St. Joe*, as mate; 1875 on the steamer *Benton* until July 4, when he received his first papers as master, closing that season and remaining the two following in this command; 1879 on the steamer *Oakland* as mate one season, and as master the three following seasons; 1883 on the steamer *Raleigh* as mate; 1884 on the steamer *Osceola* as mate; 1885 on the steamer *John N. Glidden* as mate; 1886 on the steamer *S. F. Hodge* as mate, closing the season as master; 1887 on the *James Fisk, Jr.*, as master; 1888 on the *S. F. Hodge* as master until July, closing on the steamer *Eber Ward*, which he brought out new, and continuing in command of her throughout the following season; 1890 on the steamer *Toledo* as master, with an interest bonus (the *Toledo* being burned and condemned he lost his interest); 1891 master of the *Saginaw Valley*, from which he was transferred to the steamer *A. L. Hopkins*, owned by the same firm; 1892 on the steamer *Northerner* as master, closing the season on the *German*, which he sailed the two following seasons. In 1895 Captain

Stenton went to Chicago and brought down the steamer *Superior* to Cleveland, and then shipped as master of the *Escanaba* till September, when he was appointed master of the steamer *Flint & Pere Marquette*, No. 5, but not liking winter sailing he resigned. In 1896 he superintended the construction of the steamer *Aragon*, and brought her out new July 1, remaining in her until August, when he took command of the steel steamer *John Ericsson*, which he laid up at Cleveland at the close of navigation.

In 1868 Captain Stenton was united in marriage to Miss Lydia Houchen, of Milford, Mich., and one son has been born to them, Mowry E., who is now employed by the Globe Iron Works Company. Socially the Captain is a member of the Knights of Maccabees and of the Ship Masters Association, carrying Pennant No. 162.

JAMES BUCHANAN is a native of England, where he was born in 1870, a son of George and Susan (Wilson) Buchanan, who came to America when he was but four months old, locating in London, Canada. There were eleven children in the family, the four now living besides James being Frank, who is a sailor; George, a farmer at Elton, Mich.; Mary, married and living at Erie, Penn.; and Annie, at home with her parents, who reside at Sand Beach, Michigan.

James Buchanan obtained his education at London, Canada. He began the practical work of life January 4, 1883, in the lumber regions of Michigan, where he not only passed that winter but several succeeding ones, and the springs following driving the logs that were taken out. During the summer of 1883 he was fireman on tugs on the Sauble river. The summer of 1884 he went as deckhand on the steambarge *Burlington* for one trip, and then became her watchman for the rest of that season. In 1885 he was watchman and wheelsman respectively of the steambarge *Maine*, and in 1886, from July on, he was at home on the farm. In 1887 he wheeled the steamer *Birckhead* out of Buffalo, and during 1888 he was similarly engaged on the steamer *Aurora*, passing the following winter in the Pennsylvania woods and oil country. For

the season of 1889 he was wheelsman of the steambarge *Oneida*, having for her consorts the *Horld* and *Peck*. One evening in the month of October, about six o'clock, the fleet left Buffalo coal-laden for Fort William. The wind being south, they coasted along that shore of the lake, but on nearing Erie the wind came around to the north and stirred up such a big sea that they started for the north shore. The wind then shifted to the northwest and blew a gale. The *Peck* was making such bad weather that at five o'clock the next morning she showed a torch of distress, and at the same time the *Oneida* was leaking freely and had her pumps at work. At daylight the latter let go her tow-line to the *Horld*, rounded, and rescued the crew of the *Peck* just before she sank, twenty miles northwest of Erie, Penn., a total loss. The *Oneida* succeeded in regaining the tow-line of the *Horld*, proceeding on her way, and later closed the season at Buffalo. In trying to get inside the breakwater at Buffalo on her last trip, in a big sea, she broke her rudder and wrecked her stern so much that she sank at the dock in the Erie basin. She was raised, but sank again at the dry dock; was afterward repaired, and later, in 1894, was burned off northeast Pennsylvania and became a total loss.

During the season of 1890 Mr. Buchanan was wheelsman of the *Maine* until September and then of the *Alfred P. Wright* until the close of navigation. In 1891 he was wheelsman of the steambarge *Jim Sherriff* until August and for the rest of the season of the *R. P. Fitzgerald*. In 1892 he was wheelsman of the steambarge *Aurora* and in 1893 of the steambarge *Missoula*, having in tow the whaleback No. 103. In the month of May, while in the Straits in a fog on one of her trips, the *Missoula* checked down, and probably because of the carelessness of the crew of the whaleback, the latter ran into the stern of the barge, knocking her rudder out of place, tearing out her stern generally, and making her way nearly into the engine room, the barge meanwhile going on the reef at Cheboygan light. She was repaired at Duncan City, and while there received a new rudder from Cleve-

land; obtained more repairs at Chicago, and then proceeded to Erie, where Mr. Buchanan left her to act as wheelsman of the iron steamer *Republic* for the remainder of the season. In 1894 he was second mate of the *Nyanza*, owned by McBrier, of Erie, Penn., of which he was also shipkeeper during the following winter at Chicago. In 1895 he made the first trip of the season as second mate of the *Nyanza* to Erie, and then left her to engage in the grocery business at that city, continuing to carry on same until September 17, of that year, when he sold out. In 1896 he was second mate of the *Emily P. Weed* until August, mate the rest of the season, and kept ship on her during the winter of 1896-97. The season of 1897 he was mate of the *Savonia* (late *Emily P. Weed*) with Capt. D. S. McDonald, under whom he has already held this berth for five seasons.

On October 19, 1893, Mr. Buchanan was married, at Erie, Penn., to Miss Theresa Lynch, by whom he has two children, James Henry and Joseph. They reside at Erie.

E. DYBLE was born May 6, 1866, at Gravesend, England, and at the age of five years was brought to Canada by his parents, who settled in Sarnia. There he received his education and at the age of fourteen left school and began working with his father at the shipbuilding trade, continuing thus for four years. He then served as lookout two seasons on the *United Empire* with Captain Robinson, later shipping as wheelsman on the Ontario for a season and transferring in the same capacity to the *Dean Richmond*, on which he became second mate late in the fall and ran all winter on Lake Michigan. During this time he experienced many hardships, the boat being frozen in the ice at different times, but they always managed to get free with little or no damage. The following year he spent as second mate on the *Osceola*, on which boat he passed the Straits of Mackinaw January 3, and made the first trip to Duluth April 15, 1889. His next berth was that of second mate on the *Susan E. Peck* with Captain Young, and the season follow-

ing he was employed in the same capacity, and with the same captain on the Fred Pabst, becoming mate at the close of the year. During the season of 1894 he served on the Choctaw as second mate and in 1895 and 1896 acted as mate on that vessel.

Mr. Dyble was married May 29, 1890, to Miss Isabella McLeod, of Bruce Mines, Canada, and they have two children, Henry E. and George. Mr. Dyble is a member of the Masters & Pilots Association, of Cleveland.

John Dyble, the father of Edward Dyble, was a native of England, and a ship-builder by trade, devoting the greater part of his life to that vocation. He was employed in the yards on the Thames river for several years and was engaged in the construction of the Great Eastern. He was married in England to Miss Mary Hudd, and they had eleven children, all of whom are living except two sons. When Mr. Dyble came to America he settled in Canada and soon after formed a partnership in Sarnia in the shipbuilding business with John Perry. They built the tug Wales, and the passenger steamer United Empire, and then dissolved, Mr. Dyble continuing the business alone; he built the Monarch and several tugs, many of which are still in existence. One of his sons, Harry, is a sailor, and in 1896 served as lookout on the Watam. John and William are ship carpenters and follow their trade in Sarnia.

A. J. DAVENPORT, keeper of the Calumet lighthouse at South Chicago, comes from an ancestry that has been intimately associated with the development of the Great Lakes for several generations. He was born on the island of Mackinaw in 1854, and is the son of Ambrose and Susan (Decora) Davenport. Ambrose Davenport was born in Detroit in 1801. His father was a soldier in the war of 1812, and afterward settled on Mackinaw island, where he spent the remainder of his life. Ambrose was reared on this famous and historic island, and for many years was a clerk for one of the early fur companies that had large interests at that time in that region. Later in life he engaged in fishing, and was widely known

in connection with that occupation. He lived throughout his life on the island, and his wife, who survived him, died there in 1890.

Mr. Davenport was reared and educated on Mackinaw island, and during the earlier years of his youth and manhood engaged in fishing in that vicinity. In 1878 he entered the service of the government as assistant keeper of the Waugochance lighthouse at the straits of Mackinaw, and five years later was promoted to the position of keeper of the lighthouse at Two Rivers. He retained this position for five years, and in 1888 was appointed keeper of the Calumet lighthouse at South Chicago, located on the north pier of Calumet river, and one of the oldest lighthouses on the lakes, and for the past ten years he has remained continuously in charge of this important lighthouse.

Mr. Davenport was married to Miss Clara Hammond, a native of Germany, and to them have been born four children, two sons and two daughters: Albert H., George C., Elsie and Edith. Mr. Davenport has from his earliest recollection been closely identified with the development of the Great Lakes region, and has been a close observer of the many changes that have occurred during the years of his life. He is efficient and thoroughly qualified to fill the position he holds, and is held in high esteem by those who know him.

WILLIAM COWAN was born at Corning, Ontario, in 1861, a son of Thomas and Fannie (Locke) Cowan, who had a family of four children; James G. is electrician for the Calumet & Hecla Mining Co., on Keweenaw Point, Lake Superior; Alice, Mrs. Goodell, lives in Sarnia; Thomas M. is a farmer in Canada. The father was a farmer by occupation, living near Corning.

William Cowan attended school at his native place and shipped first out of Marine City in 1875, as watchman on the steamer Tempest, remaining on her two seasons. In 1877-78 he was before the mast and cook in the schooner Jupiter, consort of the steambarge Nelson Mills. During the latter season Captain Willson, of the Yankee, also consort of the Mills, was drowned off

Rondeau Point, Lake Erie. In 1879 Mr. Cowan was wheelsman on the steambarge George King and also on the Fountain City, and in 1880 on the Ira Chaffee. The next season, having obtained his papers, he was second mate of the steamer J. H. Outhwaite. In 1882 he was first wheelsman and then second mate of the steamer Selah Chamberlin, continuing on her until October 13, when she was lost about two miles north of Sheboygan, Wis., and the same distance from shore, coming in collision with the steamer John Pridgeon, Jr. Five men were drowned off the Chamberlin. Mr. Cowan finished that season as wheelsman of the Grand Traverse. During the seasons 1883-84 he was second mate of the J. S. Fay and in 1885 became mate of the R. P. Ranney. On the first trip the Ranney made that season she was dismasted off Grand Island, Lake Superior, and on her second trip she sunk the fore and aft schooner M. T. Merrick off Presque Isle, Lake Huron, bound from Port Hope to Calumet with a cargo of furnace sand. Five of the Merrick's crew were drowned and she was a total loss. Mr. Cowan closed that season as second mate of the Outhwaite. In 1886 he was mate of the Horace A. Tuttle; 1887 of the A. P. Wright and second mate of the H. J. Jewett; 1888 second mate of the Oceanica; 1889 of the Wyoming; 1890 second mate of the Aurora one trip and mate the rest of the season; 1891 second mate of the whalebacks Washburn and Pillsbury; and in 1892 held the same berth in the Wyoming. In 1893 he was out West, and returning to the lakes in 1894 he was employed during that season as second mate of the Russell Sage and St. Louis; in 1895 he was in the same berth in the City of Glasgow; in 1896 mate of the Matoa, of the Minnesota Steamship line; for the season of 1897 he filled the berth of mate on the steambarge Birkhead, in the Tonawanda lumber trade, with Capt. George Smith, of Bay City.

ED. C. HELBING, second engineer of the Russell Sage, is one of the seven children of Edward and Augusta (Clapp) Helbing. He was born November 24, 1864, at Tole-

do, Ohio, at which place he attended school until he was sixteen years of age, and then started his marine life.

He did ordinary work on a tow barge for about five months, after which, during the season of 1881, he was firing on the Morning Star, and served on the Mackinaw in the same capacity for the two succeeding seasons. During the seasons of 1884, 85-86-87, he was on the Milton D. Ward, Wellington R. Burt, Greyhound, and city of Milwaukee, all passenger boats, as fireman, and also on the river tug Wilcox, of Detroit, as oiler. In 1888 he was firing on the Corsica part of the season, and served the balance as oiler. The following season he received his first issue of license as second engineer, filling that berth on the Corsica until she was burned to the water's edge, after which he transferred to the Torrent, where he remained the balance of that and all of the next season, 1890. In 1891 he was second engineer of the Swain (of which his brother was chief) for about three months, spending the balance on the Business, and in 1892 was second mate of the Marquette. Since that time he has been second to George Kohlbrenner on the Russell Sage, the season of 1897 being his fifth consecutive year at that post. Mr. Helbing has nine issues of license, and is a member of the Cleveland No. 2, M. E. B. A.

He was married, in June 1892, to Miss Jennie Hicks, of Toledo, and they make their home in that city, at No. 2041 Ontario street.

E. D. BUTLER, of Cleveland, who is at present chief engineer on the Oregon, was born October 19, 1864, in Mishawaka, Ind., in early childhood removing with the family to Willoughby, Ohio, where they lived for some years, later taking up their residence in Kalamazoo, Mich. The father, R. O. Butler, was a native of Perry, Ohio, and previous to his marriage was engaged for some time on the lakes as ship-carpenter, but the greater part of his life was passed on shore. His death occurred in 1878.

E. D. Butler attended school at Kalamazoo, where he also served seven years at the machinist's trade in the shops of

Lawrence & Chapin. After one year's employment in the shops of the Union Iron Works of San Francisco, Cal., he located in Ostego, Mich., and there worked in a tool shop until 1887, when he went upon the lakes as fireman of the F. & P. M. No. 1. For a time he served in the same capacity on the George M. Brady, and after serving a season on the Northern King, as oiler, he was employed on the Chemung, as oiler and fireman. During the winter of the same year Mr. Butler was third engineer on the Teutonic, running between New York and Liverpool, and returning to the lakes in the spring, he became assistant engineer on the James Fisk, Jr.; he has since been chief engineer on the R. E. Schuck and the Oregon. His brother, R. O. Butler, was second engineer on the Oregon during the season of 1896.

On April 1, 1885, Mr. Butler married Miss Ida M. Rose, of Otsego, Mich., who died May 14, 1893, leaving one child, Bessie E. Mr. Butler holds membership with the Masonic order and the Marine Engineers Beneficial Association No. 3, of Detroit.

JOHN BUTTERWORTH, chief engineer of the Chicago Northwestern Railroad power house in Chicago, is a native of England, having been born in Lancashire in 1852, a son of James and Ann (Holt) Butterworth, also natives of England, where they passed their entire lives, and are now deceased.

John Butterworth received his education in the schools of his native place, and at the age of eighteen years emigrated to this country, landing at New York, thence proceeding to Scranton, Penn., where he worked in the railroad shops for a time. From Scranton he removed to Buffalo, and from this city commenced sailing, and after two seasons' lake experience at Buffalo, he came to Chicago in 1872 and went as fireman on the Rocket, Captain Gaynor, engaged in the grain and general merchandise trade, and touching at all lake ports. After a couple of seasons on her he went on the Garnet in the same capacity, out from Buffalo, and was on her for some time, and then entered the machine shops in Cleveland, Ohio, where he worked for a time,

after which he took a position with the Bridge Works, located in the same city, as machinist. Leaving these works he went to Cincinnati, Ohio, and found employment in Hall's Safe Lock Works, remaining there until his permanent removal to Chicago in 1882. In that city he became engineer for the Norton Milling Company, after which he was in the employ of Frazer & Chalmers, also of Chicago, with whom he remained until 1891, when he accepted his present position with the Chicago & Northwestern Railroad Co., prior to which he was employed for a time in Murray's coal yards of Chicago.

Mr. Butterworth returned to England and married Miss Josie Stanford, of that country. On the return voyage to America the vessel on which they had taken passage, the Oregon, was wrecked twenty-one miles off Fire Island, but Mr. and Mrs. Butterworth arrived safely at their Chicago home. Three children have been born to them: Helen M., Charles Edward and Robert Holt.

While sailing the lakes our subject was a member of the M. E. B. A., and at the present time is a member of the Amalgamated Society of Engineers and Engine Builders.

CHARLES W. BROWN, chief engineer of the Armour & Co. Glue, Soap, Felt and Curled Hair Works, Chicago, has full control of the management of the construction of these various plants. He also serves the firm as consulting engineer for their elevators, which position he has filled during the past seven years.

Mr. Brown was born in Essex, Clinton Co., Mich., April 16, 1859, and at the age of thirteen years he went to work in the machine shops of the Detroit Dry Dock Company. Later he went into the machine shops of the Chicago & West Michigan Railway Co., at Muskegon, Mich., and in 1879 he commenced on the lakes, serving in the capacity of engineer, following continuously until 1889. In that year he entered the employ of the Muskegon Street Railway Company, installing their electric equipment, and operating the same until

May, 1892, when he resigned this position to go back on the lakes, where he remained until September, at which time he accepted the position of chief engineer and master mechanic with Armour & Co., Chicago, which he still holds. The following letter speaks for itself:

MESSRS. J. H. BEERS & Co., Publishers, Chicago.

GENTLEMEN: Your valued favor of the 13th inst. duly received, and it affords us much gratification to supplement the very commendable record of the services of our Mr. Charles W. Brown as a marine engineer, alluded to by you, by our own unqualified endorsement of him as a mechanical engineer.

Mr. Brown has given conclusive evidence of his eminent professional ability during the past six years, in which period he has been continuously connected with this firm in the capacity of chief engineer. He has had exclusive charge in this capacity of our Glue, Soap, Curled Hair, Felt, Glycerine, Ammonia and Fertilizer establishments, and has recently shown conspicuous ability in the construction of our new Felt Works, the modern mechanical equipment of which, under his superintendence, excels anything of its kind in this country or, indeed, in the world.

Very truly yours,

September 15, 1898.

ARMOUR & CO.

GEORGE W. ROBERTSON, chief engineer of the J. E. Mills, was born September 25, 1856, in Algonac, Mich. His father, Henry Robertson, who was a native of Vermont, was engaged during the greater part of his active life as a custom-house officer at Algonac, where he died in 1852. He was succeeded by his son, John M., who has also been a representative from the Huron district to the State Legislature.

At the age of ten years George W. Robertson accompanied the family on their removal to St. Clair, Mich., where he has since made his home. When eighteen years of age he began work as fireman on a ferry trading between St. Clair, Courtwright and Moretown, and after serving for three years transferred to the ferry Courtwright, owned by D. A. Daly, as engineer. He served as assistant engineer upon the steambarge Emma E. Thompson, of Saginaw City, and was later on the Alpena for two years, spending the same length of time on the Michigan as assistant, after which he shipped on the Sprite as chief. He was

subsequently engaged on the Shoo Fly, L. Q. Rawson, S. S. Curry, Clara, Island Belle and Huron City, from the last-named vessel coming to the J. E. Mills, where he has since served in the capacity of chief engineer to the entire satisfaction of his employers.

In July, 1876, Mr. Robertson married Miss Emma O'Dougherty, of St. Clair, Mich., and they have one daughter, Mary, who is still under the parental roof.

NIEL ANDERSEN is the son of John Nelson Andersen, of Denmark, where he was born January 25, 1865. Starting at the age of fourteen as boy on the bark Gentle Lagoon, out of his native town to Rotterdam, he has followed sailing ever since, his experience on salt water being more extensive than on fresh water. His rapid advancement in several cases and his steady employment are sufficient evidence of his proficiency in his chosen calling. After three months service on the Gentle Lagoon, Mr. Andersen was in several barks, among them the American ship Glory of the Sea, Rotterdam to Cardia, as ordinary seaman; on the Paul Revere, trading to San Francisco, as ordinary seaman; the Young American, San Francisco to Liverpool; the Helen Nanjoe, Scotland, to Quebec, Canada; the Minnie M. Watts, New York to Wick, Scotland, and on the same boat to New Orleans, securing a load of cotton for Havre, France. Returning to New York he shipped before the mast on the schooner Dredner, New York to Boston, then on the American Eagle, Trenton, to the coast of China, and from there to Norfolk, Va. From the latter place he proceeded by rail to Buffalo, where he shipped on the Canadian steamer Roanoke, from Port Edward, as deckhand, and after three weeks of such service was promoted to wheelsman, holding that position on her three years, until promoted to second mate's berth. A year later he became first mate, which position he held two years, after which he was in the Fred Pabst a short time, the Hiawatha a half season, and mate on the A. P. Wright and Tioga a half season each. During 1894 he was mate of the Tioga for four months, and the

balance of the season served as second mate of the Pillsbury. He was first mate of the Pillsbury the next two seasons, 1895-96, and for 1897 mate of the St. Paul.

In February, 1894, Mr. Anderson was married to Miss Mary Gicling, of St. Paul's, Ont., and they have one son. Our subject is a member of the St. James Lodge No. 73, F. & A. M., of St. Mary's, Canada. He resides at Tonawanda, Erie Co., New York.

EUGENE PASSANO is one of the prominent engineers sailing out of the port of Toledo, and one who is well qualified for the duties of his responsible position, having, at this writing, charge of the machinery of the fine passenger and pleasure steamer F. S. Sterling. He is a son of Rany and Olive (Porria) Passano, the former of whom, a man of considerable substance, was supervisor of Chippewa Island. His grandfather took a prominent part in the war of 1812, during which he was taken prisoner. His paternal grandmother passed quietly away in May, 1896, while sitting at the table with her daughter. She had reached the ripe old age of 101 years. The family is of French descent.

Eugene Passano was born in Toledo, Ohio, April 14, 1857, and obtained his education in the public schools of his native city. In the spring of 1874 he turned toward the lakes for employment, and shipped as fireman on the Anchor line steamer J. H. Prindiville, remaining three seasons in that berth. In the spring of 1877 he went tugging, shipping in Buffalo on the Orient, which one day struck the pier so violently that she sunk, and Mr. Passano was so seriously scalded by the escaping steam that he lay in the marine hospital eight months. Soon after his recovery he went to Cleveland, where he fired on the tugs Babcock and G. W. Gardner, and later, in Toledo, he was on the tugs Col. Davis and A. Andrews in the same capacity, thus covering a period of five years in this occupation. In the spring of 1882 Mr. Passano took out his marine engineer's license and was appointed to the tug J. R. Earnest as chief, transferring the next season to the tug Maggie Ashley, also as chief. In 1884 he

shipped on the H. C. Schnoor. While laboring in a gale of wind with two barges in tow, she rolled her spars out and the mate proposed to cut the barges adrift, but Engineer Passano, who is a determined man, would not permit him to do so, saying that it was contemptible to give the crews up to almost certain death when there was good prospect of saving them. The tow-line was not cut. The next spring he was appointed chief engineer of the Wabash line steamer A. L. Hopkins, finishing the season on the excursion steamer F. S. Sterling. In 1886 he took charge of the machinery of the tug Mary A. Green, and the next season shipped on the steamer Douglas, on which he remained three years. In the spring of 1890 he was appointed chief engineer of the steambarge Ohio; in 1891, chief of the steambarge Ida M. Torrence, holding that berth two seasons; in 1893, chief engineer of the F. C. Schenck, then the most powerful tug on the lakes; in 1894, chief of the steamer Desmond, of Cleveland; in 1895, chief of the steamer Douglas, holding that berth eighteen months and finishing the season of 1896 as chief of the steamer F. S. Sterling. In the spring of 1897 he fitted out the steamer Douglas, but as she was laid up early he took out the excursion steamer F. S. Sterling, of which he is now chief engineer. He is a member of the Marine Engineers Beneficial Association and of the Stationary Engineers Association.

Mr. Passano wedded Miss Minnie Cordukes, of Port Huron, Mich., in the year 1879. The family residence is at No. 619 Magnolia street, Toledo, Ohio.

FRANK H. MYERS was born December 25, 1855, at Port Huron, Mich., son of James and Marilla (Pettis) Myers, both of whom were natives of New York State. They died November 23, 1888, and August 23, 1888, respectively. The father spent about forty years of his life as a marine engineer on the lakes, and was with the Ward line for twenty years.

In early childhood Frank H. Myers removed with the family to Detroit, and thence to Alpena, at the schools of which

places he received his education. At an early age he manifested a desire to follow the life of a sailor, and in the summer season of his twelfth year went on the schooner *Erastus Corning* as boy. The seasons following until he was eighteen years of age were spent on different schooners, and he then went on the steamer *Concord* as oiler, remaining on her the greater part of a season. Proceeding to Alpena he was there employed as engineer on several tugs, among which were the *T. R. Merrill*, *E. H. Miller* and *George M. Brady*, and at this place he remained two years, after which he came on the *H. B. Tuttle* for a season as chief. The next two seasons he served as chief on the *Republic*, now the *Marquette*, and the *Business*, and the following year went on the *Fayette Brown* as second engineer, holding this berth in the *Henry Chisholm*, *Republic*, *Frank L. Vance*, *Colonial*, *Alva*, *Spokane* and *Norman*, and transferring to the *Griffin* in 1896.

Mr. Myers was married, May 4, 1878, to Miss Nettie Newman, of East Saginaw, and they have two children, Clara and John, both of whom are in school. Fraternally he is a member of the I. O. O. F. and the Royal Arcanum.

CAPTAIN DANIEL HENDRICKS, who died October 5, 1886, was master and owner of the *Heather Bell* for several years, and was well acquainted in marine circles. He was born in 1820, at Detroit, Mich., living there until he reached his twenty-third year, when he sailed out of that port. He afterward returned, however, and purchased a sawmill which he operated three years, at the end of that time removing to Chatham, Ontario, where he engaged in agricultural pursuits.

Captain Hendricks was married, in 1854, to Miss Monique Raymond, a young woman of French parentage and Canadian birth, and they became the parents of thirteen children, as follows: Jacob H., a marine engineer; Helen, who died in childhood; Charles, a carpenter now living at Duluth, Minn.; Olive, who married Charles Kellogg and resides in Winnipeg, Manitoba; Walter, who is a marine engineer, residing in Erie;

Harriet, living in Winnipeg; Louisa, who married William McCubben and resides in Flint, Mich.; Alexander, an engineer, residing in Flint, Mich.; Mack, a resident of Duluth; George, who was a farmer all his life and died in October, 1896; Daniel, who lives in Chatham, Ontario, engaged in farming; Monique, who was burned to death in 1892; and Hugh, who lives in Chatham and is still attending school.

CAPTAIN JOHN CORRIGAN, a prominent business man and vessel owner, residing in Cleveland, has attained his present financial standing by virtue of strict integrity, industry and enterprise. He was associated with his brother, Capt. James Corrigan, in the oil-refining business in Cleveland for many years, and has become an expert for locating the presence of oil. His first refining operations consisted in the manufacture of lubricating oils, and it was his product that was first used successfully on railroad cars.

In 1881 he joined his brother in a business enterprise in Austria and Hungary, where they purchased large tracts of oil-producing territory, and operated on a large scale, marketing their product in the larger cities of those countries. They established two refineries, one in Grabow, in Austria-Poland, on the Carpathian Mountains at Krakau (Cracow), and one near Kolomea, in Galicia, the last refining operations being at the last named locality. Capt. John Corrigan also purchased the estate of Prince Sterbey, whom he associated with him in the producing business. They remained in Austria about three years, after which they sold out their business and returned to America. Capt. John Corrigan is yet engaged in wholesale oil business, refining the product of his wells at Bradford and Warren, Penn. His refineries are provided with all modern appliances, and produce the highest grades of lubricating oils for machinery, engine and cylinder, so extensively used on lake steamers, and oils for illuminating purposes.

For many years Captain Corrigan has been an extensive vessel owner, his possessions from time to time including the steamer *Raleigh*, schooners *Lucerne*, *Niagara*, *James*

Couch, J. I. Case, David Dows, George W. Adams, steamer *Aurora* (believed to be the stanchest vessel on the lakes, but destroyed by fire near Detroit, in December, 1898), and the large steel schooner *Aurania*, which has a capacity of 5,200 tons of ore.

Socially Captain Corrigan is an active and prominent Mason, having attained the thirty-second degree, being a member of Bigelow Lodge, Thatcher Chapter, Holyrood Commandery, Lake Erie Consistory, and is a noble of Al Koran of the Mystic Shrine. His office is located at No. 720 Perry Payne building, Cleveland, Ohio.

JACOB HENDRICKS, of Cleveland, is an engineer who has been connected with the marine industry for many years, and one whose name is well known among those of the same calling. He was born December 3, 1855, at Detroit, Mich., son of Daniel F. and Monique (Raymond) Hendricks, natives of Detroit and Canada, respectively. Mr. Hendricks lived at his native place for six years and then went to Chatham, Ontario, where he remained a short time. At the age of fourteen he sailed out of Detroit on the tug *Sweepstakes*, as fireman, and soon after went on the *Kate Moffat*, in the same capacity. He subsequently served as fireman upon the steamer *Dove*, running between Saginaw and Alpena, and the tugs C. L. Hunter, James Hay and Edwin Eddy, and then securing his papers, shipped on the Robert Boyd, being afterward employed on the *Handy Boy*, *Daisy Lee*, *Charles Lee*, *George R. Dixon*, *Tom Maytham*, *James Amadeus*, *S. S. Stone*, *Mystic*, *L. P. Smith*, *T. M. Moore* and *Chris Groyer*. Mr. Hendricks now went to Port Huron and brought out the *Mollie Spencer*, from that boat transferring to the *Alpena*, and later to the *Effie L.*, after which he went to Buffalo and brought out the *Frank W.* Following this he was engaged on the *James Beard*, *George Brady*, *Grace Dormer*, *H. D. Conger*, *Hiawatha*, *Saginaw Valley*, *Thomas Palmer*, *L. R. Doty* and *George W. Morley*, finally returning to the employ of L. P. & J. A. Smith and taking the *C. E. Benham*, in which he remained until transferred to the *Boynton*.

Mr. Hendricks was married, October 1, 1887, to Miss Minnie Gilboe, a native of Pontiac, Mich., and sister of Alfred C. Gilboe, who has been fireman on the *Tom Maytham*.

FRANK STEADLEY has been engaged in sailing on the Great Lakes for a number of years in the capacity of engineer. He is a single man, and makes his home in Detroit, in which city he was born, on December 9, 1865, and has always lived. He attended school until he reached his seventeenth year and then entering a machine shop served four years as an apprentice to the trade. For one year he served as oiler on the revenue cutter *Fessenden* and was later on the *City of the Straits* as electrician for one season, spending the following year on the *S. F. Hodge* as second engineer; he served two seasons in the same capacity on the tugs *Gladiator* and *Gettysburg*. In 1892, Mr. Steadley was appointed second engineer on the *Andaste*, and the following year was given the position of chief, which he still continues to hold to the entire satisfaction of all concerned. He is a member of the Marine Engineers Beneficial Association, No. 3, of Detroit.

John Steadley, father of Frank Steadley, is a native of Germany, and came to America at the age of fourteen years. He has spent the greater part of his life in Detroit, and was steward of many of the old passenger boats, including the *Michigan*, *Illinois* and *Idlewild*, then called the *Grace McMillen*, continuing for about thirty years in that employment. He married Miss Barbara Smith, of Detroit, who was also a native of Germany. One son, Martin Steadley, has been a marine engineer twelve years, having been on the *Satellite*, *Crusader*, *A. J. Smith*, *W. B. Castle*, *H. L. Worthington*, *East Saginaw* and *Peter Smith*.

JOHN H. MYERS was born in Buffalo in 1849, son of John H. and Louisa (Erbe) Myers, who raised a family of eight children. The father was a carpenter and joiner by trade and at one time was employed as foreman at the Evans Elevator.

After completing his schooling Mr. Myers learned his trade with George W. Tift & Sons, at the Buffalo Steam Engine Works, and he was later employed in various machine shops, among which were Sutton Brothers; the King Iron Works; the Vulcan Iron Works; Cummer & Company; the shops of the Lake Shore railway; the Merchant's Foundry, at Cleveland, and Beatty & Sons' shop at Chicago. He also worked for the American Glucose Company and the Geneva Sugar Works at Geneva, Ill. Mr. Myers began sailing the lakes in the spring of 1881 as oiler on the steamer Russia, of the Commercial line, and the following year, having obtained his license papers, he was in second engineer's berth in the John C. Gault. During 1883-84-85 he engaged in the milk business in Buffalo, and in 1886 he returned to the lakes, serving that season as second engineer of the Philadelphia and Gordon Campbell, respectively, subsequently, until 1892, he was chief engineer of the D. J. Foley, Livingston and Sitka, and during the succeeding four years remained ashore, working in the King Iron Works. He made one trip during the season of 1896 as chief engineer of the steamer Topeka, finishing that year in the King Iron Works, and in the winter of 1896-97 he was in the employ of the Queen City Metal Works on Elk street.

Mr. Myers was married, in 1880, to Miss Louise Born, by whom he has four children—Lulu B., Evaline, Emily and Ruth. They reside at No. 84 Baynes street, Buffalo.

JEREMIAH HAVELICK, one of the most prominent marine engineers of Milwaukee, Wis., received his first license in 1863, granted by inspector Guthrie of the Cleveland district, and but for a lapse of two years while he was working ashore, at a time when the United States Government charged the marine engineers a fee of \$10 for permission to follow their profession, he would now have been able to number thirty-five issues. He also has Canadian license covering four years. Mr. Havelick, who was born October 1, 1835, near Sandusky, Erie Co., Ohio, is a man of great strength and endurance, and is in remarkable evi-

dence of the blessings of a temperate and wholesome mode of life. He may be numbered among the patriarchs of the marine engineers fraternity, and is honored and esteemed as such. The blood of the brotherhood is brave in his veins, and his fine fellowship ever mingles with the free spirit of his generosity. He is the son of Americans for many generations, his forefathers being natives of Pennsylvania, as were also his parents, Malachi and Elizabeth Havelick, who became pioneers of Erie county, Ohio, away back in the early "forties," locating and improving a large tract of land. In 1857 the father moved still farther west, this time locating on the Little Wapposa river, in Chickasaw county, Iowa.

Very early in life, that is, when he was but nine years old, Jerry, as he is familiarly known, commenced to paddle his own canoe, and his opportunities to attend the public schools were therefore limited, as were also the number of schoolhouses. His first experience on the lakes was in 1845, in the little schooner Presto, and the captain, taking a liking to Jerry, kept him two seasons. Following this he was employed a season each in the schooner Echo and barkentine Naiad, and for four months the next season he filled the position of deck-sweep on the passenger steamer Western World. In 1849 he shipped before the mast in a schooner engaged in trading with the Indians as a coaster on Lakes Huron and Michigan, remaining in her two years, and as there were but three of a crew he was first mate the second season, being stronger than the other boy. He also sailed in the schooners Challenge and La Petite as second mate and mate, respectively, and as mate of the schooner Eveline Bates. He passed one summer in pound-net fishing near the Beavers for Ryan & Johnson. In the winter of 1852 Mr. Havelick walked from Sandusky to Columbus, Ohio, where he went to work in a blacksmith shop, afterward passing two years on a farm in Oxford township, Erie Co., Ohio. On his return to Sandusky he entered the employ of G. W. Olds as an apprentice to the machinist's trade, continuing thus for two and a half years, during which time he helped to build

and set up the engine for the steamer *Island Queen*, a boat built of white cedar, which plied between Sandusky, Kelley's Island and Put-in-Bay; he ran this engine one summer. In the fall of 1861 he took up railroading on the Michigan Southern, from Cleveland to Toledo, and was locomotive engineer.

It was in the spring of 1863 that Mr. Havelick received his first license as marine engineer and was appointed chief of the side-wheel steamer *Fort Sherman*, plying between Sandusky, Fremont and contiguous ports. The next season he joined the propeller *Mt. Vernon*, as chief, following with a season each in the *Morley* and *Saginaw*, as chief. In 1867 he entered the employ of the Detroit & Cleveland Navigation Co., as second engineer of the old steamer *Morning Star*, holding that office when she was sunk by collision with the barkentine *Kirtland*; some of the passengers and crew were rescued by the barkentine and others by the steamer *R. N. Rice*, the next morning. Mr. Havelick was then transferred to to the *North West* as second engineer. The next year he became second engineer of the steamer *Huron*, and in 1869 chief of the *B. F. Wade*, after which he went tugging on the Detroit river as chief on the *Vulcan* and for two seasons each on the tugs *George B. McClellan* and *O. Wilcox*. In the spring of 1874 he was appointed chief of the passenger steamer *Evening Star*, plying between Detroit and White Rock, the next season going as chief of the steamer *John A. Dix*. He then went to Chicago and entered the employ of the Goodrich Transportation Company as chief engineer of the *Oconto*, closing the season in the *Menominee*. In 1879 he joined the steamer *Forest City* as chief engineer and retained that office five seasons. During the winter of 1880-81 he went to Green Bay and took the engines and machinery out of a Fox river steamer, putting them into the *George Burnham*, which he brought out new and ran for the season. That winter he went to Natchez, Miss., as master mechanic in the interest of E. P. Allis, to superintend the erection of engines and test boilers, which occupied him until June, when he returned to Milwaukee and was appointed

chief engineer of the steamer *Columbia*, commanded by Capt. J. D. Peterson. In the spring of 1883 he joined the steamer *Burnham* as chief and after laying her up at the close of navigation took charge of the engine and machinery in the "Plankinton Hotel" in Milwaukee. On January 17, 1884, Mr. Havelick was appointed to the responsible position which he has since held, chief engineer of the engines and machinery of the Manigold Milling Company, in Milwaukee. During the many years that Mr. Havelick has been in charge of marine and stationary engines he has gained the utmost confidence and given universal satisfaction, and he is rated as standing at the head of his profession.

Mr. Havelick and Miss Mary Pierce, daughter of Eliza Pierce, of Huron, Ohio, formerly of West Virginia, were united in marriage on January 28, 1857, and one son, Frank, has been born to them. The family homestead is at No. 443 Third avenue, Milwaukee, Wisconsin.

Socially Mr. Havelick is a Master Mason, and he is also a member of the Marine Engineers Beneficial Association, of Milwaukee Lodge No. 9, of which body he has been chosen treasurer for the last two terms.

EDWIN J. LAW, of Cleveland, one of the younger engineers on the lakes, was born in that city in 1871, a son of Capt. Samuel Law, who was a well-known lake navigator in the earlier days. Mr. Law's experience on the water began when he was thirteen years of age, when he served as fireman on the tug *Florence* and later on the tug *Mary Virginia*. Then he was employed successively upon the tugs *George Presley*, *Schnoor*, *Havana*, *Patrick Henry*, *James Amadeus*, *S. S. Stone*, *L. P. Smith*, *Alva B.*, *Dreadnaught*, *Bolton* and *Doan*. Since that time he has also been engaged on the sailing yachts *Stella R.*, *Penny Press* and *Silver Spray*, both as sailor and captain. He has been engineer of the tugs *J. R. Worswick*, *Maggie Sanborn*, *Mary* and *Norman*, *Englesbe*, *Harrow* and *Rainbow*. He laid up the *Mary* and *Norman* in November, 1896, and then became foreman of Walter V. Metcalf's diving rig at Ashtabula, having

charge of everything above the surface while the diver is under water. Mr. Law has also made numerous descents beneath the surface himself and has followed the occupation of diver at odd times for several years, having been employed in this work at Menominee, Wis., Fairport, Ashtabula, Sandusky and Milwaukee.

CAPTAIN ED MONTGOMERY is a skillful tug master, and although he has not devoted many years to affairs maritime he has come forward rapidly and is now in command of one of the good boats of the White line, operating in Duluth harbor. He was born on a farm near Goderich, Ontario, September 25, 1865, son of Joseph and Lucy (Dockstader) Montgomery, the former of whom came to the United States when a child; the mother was born in Canada. The Captain spent his boyhood attending the public school and working in a high-class livery stable, where a fine breed of horses was kept and his admiration for a good horse developed, and although he made commendable progress in his studies the horses engrossed much of his time. It was in 1888 that he first decided to follow the lakes and shipped as fireman in the steamer Iron King, and when his boat was laid up he went to work in a livery stable, where he remained among his favorites all winter. The next spring he shipped on the steamer Ossifrage as fireman, closing the season in the tug J. L. Williams, and during the winter months he was in the employ of the Chicago, Milwaukee, St. Paul & Omaha railroad. During the season of 1890 he fired on the iron tug Record, was later wheelsman on the same boat, and was afterward transferred to the tug John Upham, changing from her to the John Martin and finishing the season in a pumping scow. The following year he helped to fit out the tug Walton B., after which he joined the tug Buffalo as fireman, transferred to the George Emerson, and closed the season in the Maud S. That winter he worked for the American Steel Barge Company until the Pathfinder came out, when he shipped in her as wheelsman, after one trip transferring to barge No. 118. At the close of

the season he returned to work in the shipyard, and was next employed in Alfred Scarlet's livery in West Superior.

In 1893 Captain Montgomery took out pilot's papers and was appointed master of the steamer Rambler, owned by the Lake Superior Marine Supply Company, the next season sailing the same steamer for Joseph Hansel, of Canfield, Ohio, who had a boat-house in St. Louis harbor. In 1895 he chartered the steamyacht Cecelia B. and sailed her in the ferry and excursion business, doing fairly well. In the spring of 1896 he entered the employ of Captain Singer as mate of the tug Zenith, and at the end of two months was promoted to the command of the D. T. Helm, closing the season as master of the H. B. Abbott. The next spring he came out as master of the D. T. Helm, sailed the ferry tug Estelle, and completed the season as master on the H. B. Abbot, which he commands at the present writing. Fraternally he is a member of the American Association of Masters & Pilots of Steam Vessels.

In December, 1893, Captain Montgomery married Miss Minnie McMillan, daughter of William and Margaret McMillan, of Superior, formerly of Saginaw, Mich., and the children born to this union are Lucy Mabel and Edwin Joseph. The family reside at No. 504 Morris street, Duluth, Minn. Mrs. Montgomery's father served as a soldier during the Civil war.

JAMES HALLY, who has spent his entire life in the city of Detroit, was born July 6, 1870, a member of a family of six children, four of whom are living. His parents, John and Bridget (Shaughnessy) Hally, were both natives of Ireland, but spent the greater part of their lives in America; the mother died March 25, 1885. The father has been a resident of Michigan from the age of eight years, living upon a farm until he was sixteen, after which he learned the machine molding trade and worked at same for several years. For three years he was a member of the police force of Detroit and he is at present employed in the Detroit Copper & Brass Rolling Mills.

After leaving school, at the age of four-

teen, James I. Hally entered the Michigan car shops for the purpose of learning the sheet iron trade, but having a desire to become a sailor he left this place and entered the employ of the Dry Dock Engine Works. A year later he went on the Volunteer, where he served as greaser for three seasons, and then accepted a like position on the City of Alpena, remaining on that vessel for one season. The following two years he was second engineer on the tug Sumner, and for a short time in the fall was on the Rhoda Stewart in the same capacity. During the seasons of 1896 and 1897 he held the berth of second engineer on the Andaste. Through diligence and precision Mr. Hally has worked his way upward to a position of responsibility and justly deserve the greatest confidence of his employers and the friendship of a large circle of acquaintances. Fraternally he is a member of the Marine Engineers Beneficial Association No. 3, of Detroit.

CHARLES RICE, marine engineer, of Cleveland, Ohio, was born July 10, 1858, in Newry, Ireland. The same year he was brought to the United States by his parents, who made their home in Sandusky, Ohio, and he attended the common schools there until he reached the age of fifteen years. His first experience in the marine line was acquired by a season's service as fireman on harbor tugs out of Sandusky. He then went to Cleveland and ran an engine on a pile-driver for the Smith Tug line for six months, dividing his time between Cleveland and Meadville, and after the completion of this contract he shipped on the tug Shoe Fly out of Cleveland harbor. Engineers in those days were not compelled to carry license when the property on which they were engaged was not licensed, and he did not take out papers until October 22, 1873. In 1874 he shipped on the R. K. Hawley, and on leaving her he went to Chicago and fired on the tugs G. W. Wood and Harrison, closing the season as engineer on the A. Van Dalson, which he laid up. Going to Kenosha, Wis., he entered the tug Martin Green, under contract by the city, towing dredges and re-

mained all season. In the spring of 1876 he returned to Cleveland and went as assistant engineer of the tug Levi Johnson to deliver her at Milwaukee to the Maxon Tug Line, by which she had been purchased. He left the tug at Port Austin, Lake Huron, and with a letter which carried him by lake and rail free of expense he went on to Michigan City, where he shipped as engineer of the tug American Eagle. When he laid this tug up he took a place on the steam fishing boat Jim Sheriffs, continuing on her through the winter and until May. In 1877 he returned to Cleveland and ran the tug Maggie Sanborn a short time, afterward going to Chicago and shipping as second on the tug O. B. Green, which he took to Cheboygan, Mich., after dredges, leaving her at that place. His next position was on the steamyacht Minnie F. Sutton, plying on the inland mail route between Petoskey and Mackinaw Island, Mich., and after finishing the excursion season on her, he went to Grand Haven, and was employed in steam fitting a short time; he closed the season on the revenue cutter Andrew Johnson, laying her up in the fall of 1878. That winter he went to Sandusky and in the spring to Cleveland, where he was appointed engineer on the tug Maggie Sanborn, remaining until July. He then took the tug Mollie Spencer at Ashtabula, laying her up at Charlotte, N. Y., the latter part of October, and returning to Cleveland made one trip as second on the steamer Birchey to Bay City.

In 1879 he shipped as engineer on the tug Thomas Dowling, on which he was engaged two seasons. In 1881 he fitted out the tug Dreadnaught, and engineered her until July, when he went to Chicago and took a berth on the J. C. Ingraham, closing the season on the tug J. C. Hackley. The next season he served in the tug Patrick Henry until July, transferring from her to the tug Brady, and closed the season on the steamer Jarvis Lord. The following year he filled engineer's berth on the Horace B. Tuttle, and then took a like position on the steamer Kasota, which he brought out new, and he remained with her four seasons. In 1889 he went as engineer of the steamer

Missoula for one year, and was on the Kaliyuga the following season until July, when he took the yacht Peerless down to the coast, laying her up at Philadelphia. In 1891 he went back to the lakes, shipping at Buffalo, on the steamer Pontiac, on which he served as second engineer until the close of navigation. The following season he shipped on the Cayuga but did not sail, and went to work for the Smith Tug line by the year. In 1893 he engineered the steamer Iron King until she was laid up in ordinary, finishing the season on the steamer A. L. Hopkins. In 1894 he went on the Margaret Olwill, plying during the winter between Cleveland and the Islands, and continued on her until August, finishing the season on the Corona. In 1895 he went to Chicago and brought the excursion boats Duluth and Superior to Cleveland, remaining with them during the excursion season, and finishing the year on the steamer S. F. Hodge, which he laid up in Milwaukee. He opened the season of 1896 as engineer of the steamer H. D. Coffinberry, and finished on the G. W. Morley, laying her up at Chicago.

In 1880 Mr. Rice was united in marriage with Miss Mary Monkman, of Cleveland. He is a member of the Marine Engineers Beneficial Association.

CAPTAIN VINCENT GERARD, a master mariner whose first experience on the Great Lakes dates back to 1850, was born March 30, 1838, in Detroit, Mich., to which city his parents, Alexander and Mary (Sweeney) Gerard, removed in about 1835. They were both natives of Montreal, Canada, and the father was of French descent. Alexander Gerard, who was an old-time sailor, owned the sloop Salina, on which Vincent sailed two years as boy with his father and uncle until the vessel was wrecked. He then sailed in sand scows until 1856, when he shipped before the mast in the schooner Kenosha, closing that season in the George Steel with Capt. C. Barker. In the spring of 1857 Captain Gerard joined the scow Hannah Salina, going with her to Chicago, where she was sold, and having been made master of her by the new owner he

sailed her until the close of 1858. After a year as mate on a vessel he was appointed master of the Northern Light, plying as a steam ferry between Hancock and Houghton, and later sailed in various vessels in different capacities until 1870, when he was appointed mate in the tug Stranger. In 1871 he was mate of the tug Satellite; in 1872, mate of the lake tug Champion; in 1873, mate of the I. U. Masters; and in 1874, master of the tug Resolute, the following two seasons serving as mate of the Douglas and Uranus, respectively. In 1877 he joined the steamer Inter Ocean as mate, and the next year was appointed master of the J. W. Bennett, sailing her two seasons, after which he became master of the Nat Stickney. In 1881 he was mate of the steamer Middlesex; 1882-83, mate and pilot of the steamer Michigan; 1884, mate and pilot of the steamer Missouri; 1885, mate of the J. P. Donaldson; 1886, mate and pilot of the Passaic; and the following seasons master of the Carkin, Stickney and Cram.

In the spring of 1889 Captain Gerard entered the employ of the Bay City Dredge Company, with which he remained seven years, during that time acting as master of the tugs Edgar Haight, G. R. Hand and Fashion. In 1896 he went to Copper Harbor and took command of the tug Silver Spray. His next boat was the lake tug Gladiator, of which he was mate and pilot three months, after which he took the tug G. R. Hand to Tawas and operated her out of that port. In the spring of 1898 he came out as master of the tug Fashion, transferring, however, as pilot to the tug Industry, of which C. J. King is master. With her he went to Duluth, where she engaged in towing the vessels of James Davidson, who owns her. Captain Gerard has twenty-eight issues of master's papers, covering all the lakes from Ogdensburg to Chicago and Duluth. He has been instrumental in saving several lives, on one occasion jumping overboard in the Saginaw river to rescue a boy, and again in the Detroit river, below Mamajuda light. While master of the Salina he picked up the crew of a water-logged vessel in Lake Michigan, twenty-five miles from Chicago.

Captain Gerard was first married in August, 1861, to Miss Nettie Cowles, daughter of John Cowles, of Batavia, N. Y., and after her death he was married, on August 10, 1886, to Miss Mary Lenzal, daughter of Constant Lenzal, of New Baltimore, Mich. The family residence is at No. 301 Mosher street, West Bay City, Mich. Socially the Captain is a member of the Ancient Order of United Workmen and of the United States Benevolent Association.

FRED M. HARMON is one of the many reliable engineers who have succeeded by exact knowledge of the mechanism of the modern type of engines, and skill in handling them, in winning the confidence of the owners of large steel steamers. He is the first son of Capt. Frank and Mary Harmon, and was born in 1860 at Erie, Penn., where he attended school until he was fifteen years old. He was brought in touch with the life of the sailor on his father's tugs, and after filling the position of clerk in a grocery store he shipped on one of them, the Mary A. Green, in the capacity of fireman. He retained this position one season, and in 1876 was promoted to engineer, serving as such on that boat for six years, and then transferring to the tug Cal Davis, towing at Toledo harbor, on which he remained one season. He next shipped as second engineer on the steamer Horace B. Tuttle, and afterward brought out new the tug Birckhead, engineering her one season. This service was followed by his appointment as engineer on the iron tug A. W. Colton, and he was on her four seasons, operating at Toledo harbor. In 1887 he became second engineer on the Lackawanna, the first steel steamer launched by the Cleveland Shipbuilding Company, remaining on her one season. In 1889 he brought out new the wooden steamer Elphick, as chief, remaining throughout the season, and the next shipped as chief in the steamer E. B. Hale, for one year. In 1891 he was appointed chief of the steel steamer Joliet, of the Lake Superior Iron Company's line, holding this berth two years. From this time it is evident that Mr. Harmon's success in handling the most modern machinery

was being closely watched by prominent owners and builders, and he has since been selected to bring out new the best class of steel steamers. The two seasons of 1893-94 he passed in the employ of Capt. Thomas Wilson, as chief of the Olympia, and in 1895 he was chosen by the Globe Iron Works Company to engineer their new steel steamer Globe, which he terms the clipper freight boat of the lakes. She was sold during the year to John Gordon, of Buffalo, and in the spring of 1896 Mr. Harmon was made engineer of the steamer W. D. Reese, of the Wilson Transit Company, which he laid up at Duluth at the close of navigation. He was chosen to bring out the new Wilson line steamer built by the Cleveland Ship Building Company.

Mr. Harmon was united in marriage to Miss Tillie Williams, of Cleveland, Ohio, and four children have been born to this union: Emory J., Fred J., Marie B. and Bernette L. The family residence is at No. 41 Ward street, Cleveland. Socially, Mr. Harmon is a member of the Knights of the Maccabees and the C. M. B. A., and he is a charter member of the Toledo lodge of the Marine Engineers Beneficial Association, his home lodge, however, being in Cleveland.

CAPTAIN D. DRISCOLL, who has for over fifteen years been continuously in the employ of the Lehigh Valley Transportation Company, is a son of Cornelius and Nellie Driscoll, both now deceased, who were formerly residents of Buffalo. He was born in that city February 3, 1851, and there attended school. His first occupation in life was that of ferry boy on Buffalo creek, and after six years of that work he began sailing the lakes in the schooner Almeda, remaining on her the full season of 1867. From that time until 1883 he was continuously employed on sailing vessels, meanwhile rising to the position of mate. He began steamboating in the employ of the Lehigh Valley Transportation Company as second mate of the steamer Oceanica, which berth he filled during the two seasons of 1883-84, in 1885 becoming mate. In 1886 he was transferred to mate's berth in the R. A.

Packer, on which he continued for two seasons. For the season of 1888 he was respectively mate of the *Fred Mercur*, master of the *R. A. Packer* until August 11, and master of the *H. E. Packer*, being transferred from the last named boat to the *Cayuga*, also as master, closing the season on her and remaining throughout 1890. The succeeding season he was master of the *Clyde* until August 5, when he was placed on the *Seneca* to the close of navigation. In 1892 he became master of the *Oceanica*, serving on her until September 3, and he then took command of the *Tacoma* for the remainder of the season. Beginning with the season of 1893 Captain Driscoll has been steadily in command of the steamer *Seneca*, thus finishing an eventful but successful period of over fifteen seasons in one employ. He is an interested member of the Ship Masters Association.

In 1886 the Captain was married, at Buffalo, to Miss Alice Rogers, by whom he has had six children, named as follows: John, Joseph, Dennis, Jr., Frank, Mary and Ann. The family residence is at No. 285 Jefferson street, Buffalo.

CAPTAIN WILLIAM S. HOAG, master of the steam whaleback *Thompson*, was born in 1858, in Buffalo, son of William F. Hoag, a prosperous merchant. After leaving school he began sailing in 1872 as second cook on the steamer *Forest City*. During the early part of the following season he was with the steamer *Manistee* and the schooner *Dreadnaught*, after which he went to New York and joined the steamer *Rehola*, for a voyage to Cardiff, Wales. He spent the following two years on the ship *G. E. Wood*, largely on the Mediterranean and Black seas, and next shipped on the bark *Gemini*, for Yokohama. While near the Cape of Good Hope, this vessel sprang a leak and they were obliged to throw the cargo overboard and run in at Angie Point, Straits of Sunda, for repairs. Thence the vessel proceeded to Singapore, where Mr. Hoag left her to join the bark *Beaufort*, in which he went to London. From London he made a voyage around the coast of England in a coasting vessel, and then joined the bark *Eastern*

Star, bound for Quebec. At Quebec he had the misfortune to break his shoulder while hoisting ballast, and he was in hospital eight weeks, after his recovery joining the full-rigged ship *Bosphorus*, bound for Plymouth, England. Proceeding overland to Bristol he shipped in the Brooklyn City, returning to the United States. In the spring of 1884 he became wheelsman on the steamer *D. W. Powers*, on the lakes, finishing the season on the steamer *Alcona*. That winter he went to New York and shipped in the steamer *Somerset*, making a voyage to Bristol and return. Coming back to the lakes he went as wheelsman on the steamer *Oregon*, with which he served two years, was mate on the steamer *Nevada* one season, mate of the *Queen* of the West two seasons, of the *Henry J. Johnson* one season, of the *Kaliyuga* one season, and again of the *Johnson*, after which he became master of barge No. 107. He has since commanded barge No. 130 two seasons, the steamer *Colgate Hoyt* one season, and the *Thompson* one season, closing the year 1896 in the last-named craft.

Captain Hoag was married, March 9, 1887, to Miss Minnie Cookler, of Buffalo. Their children are William Charles and Chester C. Hoag.

ANDREW HAAS, JR., was born July 27, 1869, in Saginaw, Mich., and is a son of Andrew and Pauline (Haller) Haas. The father was born in Bavaria, Germany, November 30, 1826, emigrated to America in 1852 and was married in 1857. He is a boiler maker by trade and has had considerable employment in the manufacture of marine works of that kind. Since 1862 he has been a resident of Saginaw, Mich., and is one of the highly respected citizens of that place. He is an honored member of the Arbeiter Society, which he joined in 1869.

Andrew Haas, Jr., has always made his home in the city of his birth, and there in the public schools he acquired his education. When in his nineteenth year he began his marine life by going on the *J. V. Moran* as watchman, and the following spring he became fireman on the tug *Wil-*

cox. For the next two years he was oiler on the John M. Nichol; was second engineer one year on the Raleigh, one year on the T. L. Vance and two years on the W. H. Gilbert. In the spring of 1896 he shipped as chief engineer on the George Farwell and the following August received the appointment of chief engineer on the Queen City, one of the largest freight boats on the Great Lakes. Mr. Haas is a member of the Marine Engineers Beneficial Association No. 92, of Saginaw, and the United Friends of Michigan. In 1897 he was sent as delegate to represent the first-named fraternity in a convention held at Washington, D. C., on January 18, 1897. He is a man whose good habits, great precision and care have won for him the highest respect of a large circle of friends and the confidence of his employers. Mr. Haas is unmarried.

CAPTAIN WILLIAM J. DWYER was born in Cleveland, Ohio, November 1, 1859, son of Capt. J. W. and Elizabeth Dwyer, the former of whom will be remembered by older lake masters. He attended the public schools until he reached the age of fourteen, when he went with his uncle, Capt. Samuel Dwyer (or "Sam Patch," as he was designated), on the tug Old Jack, as fireman. In 1874 he passed the season as fireman on the tug L. Starkweather. He sailed with his father as boy one season on the schooner William Grandy, and during the next three years was with him on the Lucerne, afterward sailing on several tugs in the Smith line in various capacities until the spring of 1879, when he received his master's papers. He was retained in his first command, the tug Ida Sims, for two seasons, and in 1881 was appointed master of the tug Fanny Tuttle, remaining on her three seasons, when he was transferred to the tug Peter Smith, resigning her to bring out new the tug S. S. Stone, which he sailed until the fall of 1887. The following season he shipped as master of the tug James Amadeus, which he sailed until July, 1892. He then went to Chicago, where he was appointed master of the tug Rob Dunham, transferring to the Chicago after two

months, after laying the latter tug up at the close of the season. In 1893 he returned to Cleveland and assumed command of the tug John Gregory, holding that berth two seasons. In 1895 he stopped ashore and embarked in business at the corner of Front and River streets, continuing thus until September, 1896, when he went to Ashtabula harbor and sailed the tug Sunol for the Ashtabula Tug Company, until the close of navigation.

In 1883 Captain Dwyer was united in marriage to Miss Helen Regan, and six children have been born to them, four of whom are living, namely: Herbert, Annie, Nellie and Hyacinth; Willie and Gordon died while young. The family residence is at No. 99 Carroll street, Cleveland, Ohio.

CAPTAIN PATRICK H. O'NEILL will be remembered by all of the older captains and sailors, for he was well known from one end of the lakes to the other, and was popular with all who knew him. He was an older brother of Capt. William H. O'Neill, ex-harbor-master of Detroit. Captain O'Neill was born in Ireland in 1833, and came to this country in 1849. He began sailing in 1856, and for four years served as man before the mast, afterward rising to the position of master, in which capacity he sailed the schooner Ralph Campbell and several others. His last command was the bark Michigan, on which he was sailing when he died, some years ago, his death being caused by salt damp. His decease was sincerely mourned by a wide circle of friends and acquaintances.

Captain O'Neill was married and had a family in Detroit. His eldest son, William M., is a printer, and is the only one of the family not living in Detroit; George M. is a plumber; there are two other sons, Henry and Walter, and two daughters, Mrs. Julia Bradford and Miss Marie O'Neill, who has for several years been with Park, Davis & Co.

CAPTAIN C. R. BAKER, one of the younger men connected with the lake marine, has sailed more than half his life and held many responsible posts. He was born in Wil-

loughby, Ohio, February 16, 1867, the son of Edwin Baker, who was a lake engineer for a number of years and is now engaged as engineer of the water works at Willoughby.

Captain Baker began his sailing career in 1881, having completed the course of instruction in the Willoughby public schools. He was with the schooner *Negaunee* two years, and with the schooners *Thomas Quayle* and *Ahira Cobb* one year each, during the next few years serving for brief periods on the steamers *S. E. Sheldon*, *Wallula*, *Mitchell* and *Hesper*, and the schooners *Erastus Corning*, *Harvey Bissell*, *Conrad Reid* and *St. Lawrence*. For some time following he was second mate of the steamer *R. P. Ranney*, of the *E. B. Hale* for two seasons, mate of the *Henry Chisholm* one season, second mate of the *Maurice B. Grover* one season, and mate of the *George Stone* for two seasons. During 1896 he sailed the schooner *Samuel P. Ely*, and the following season was again on the *Stone* as mate. On November 17, 1888, when Captain Baker was in the *Bissell*, that vessel went ashore on Point Abbey, in the Straits, in a blinding snow storm. She was scuttled to save her from pounding to pieces and remained there eight days before she was pumped out and released. When the steam pumps were placed on board, it became necessary to close the openings through which the water had been admitted, and this task was delegated to Captain Baker, who was then a seaman before the mast, and Joseph Longton, the second mate. The work was most difficult and exhausting, as the two men were forced to stand immersed in the icy water and to repeatedly drop below the surface, in order to fasten the bolts at the bottom of the shutter which had been opened. He succeeded so well, however, in spite of all difficulties, that the vessel was pumped out and floated. Captain Baker was mate of the *Stone* when that vessel collided with and sunk the *Kimball* in Saginaw bay, April 26, 1895.

CAPTAIN JOHN J. PEARSON went on the lakes at the age of twelve years as second porter on the *Lake Breeze*. He was born

in Birmingham, England, August 8, 1868, and in 1873 came to this country with his father, Richard Pearson, who is still living in Parsons, W. Va., engaged in the lumber business. The Captain lived in Au Sable, Mich., until he commenced sailing. For several years following 1880 he was before the mast on different lake vessels until 1891, when he became mate on the *Atlantic*. In 1892 he was given command of the *Flora*, on which he remained one season, transferring from this boat to the *Atlantic* and the *Champion*, and sailing them the following seasons. He then came on the *State of Michigan*, in command of which he has since been retained. Captain Pearson is a young man for such a responsible position, but his fortunate experience on the water has given his employers the greatest confidence in him and he has every prospect of a brilliant career.

Captain Pearson was married, November 24, 1886, to Miss Luella V. Edgar, whose father, Andrew K. Edgar, was one of the pioneers of Alcona county, Mich.; he died in 1881. The Captain and his wife have two children: Armand J., born May 11, 1888; and Lois Mabelle, born January 17, 1890.

CHARLES E. AGER had his first nautical experience on the far-famed Hudson river. He was born at Burghill, Trumbull Co., Ohio, but grew to manhood in New York State, his parents having moved to a point on the Hudson river, in 1856, when he was but two months old. His father, Capt. Henry Ager, was a prosperous merchant and vessel owner, having a fleet of from fifty to seventy-five boats, which were engaged in trading up and down the Hudson.

When fifteen years of age Charles E. Ager shipped on the *Newburg & Fitchkill* ferry-boat, with which he remained two a half years, his next position being on the steamer *Mary Powell*, then known as the fastest boat in the United States, having a record of twenty-six and a half miles an hour. He remained on this vessel some time, and on leaving the river took up farming, at which he was employed five years. Removing to Erie, he shipped on the steam-

er Fred Kelley, and at the close of the season came to Cleveland, entering the works of J. H. Morley & Co., where he was employed as foreman for eighteen months. He afterward became fireman on the steamer David W. Rust, was employed in a similar capacity on the steamer Selah Chamberlin for a season, and as second engineer on the R. P. Ranney two seasons, at the close of his service in this boat finding employment with Strong & Sons in their marble works. Later he was engaged as engineer of the National Flour Mill one year, and then went back to steamboat life. After one season as second engineer of the Spokane, he became chief of the S. E. Sheldon, Oneida, Nahant and Queen of the West, in turn, and then entered the employ of the Cleveland Ship Building Company. Mr. Ager has spent five years in their establishment and seven years with the Globe Iron Works Company, and for two years he was employed in the construction and operation of the first coal dump built in Cleveland. Two years ago he was chief engineer of the steamer Keystone.

On February 14, 1878, Mr. Ager married Miss Sadie E. Madison, of Cleveland. Their children are James E., Henry, Effie E. and Charles E., Jr.

CAPTAIN JOHN G. ANDERSON is a native of Germany, having been born February 16, 1851, at Bremerhaven. At the age of eleven years he left his native country, however, and went to Newcastle, England, whence he sailed on a brig, running between France and England. After three years in this line of work he sailed out of Liverpool and came to America settling first in New York City. From this place he shipped on a schooner from Staten Island, running along the coast to Mobile, Galveston, and to Brazil. Here he served before the mast until 1871 when he went to New Orleans, coming soon after to Chicago, where he shipped on the lake schooner, Betsy Bold. Here he acted as seaman one year, and then shipped on the Fleet Wing as second mate, being given the position of mate after three months. In 1874 he acted as mate of the bark Acorn, and then after a time on

the Misel, after which he was with Capt. John Morrison, on the schooner John Rice. Captain Jones then took the Rice, and with him he acted as mate three seasons, after which he served in the same capacity with Captain Vuths on the Columbian. He then commanded the Virginia, B. W. Ogden, Transfer, Little Jake, Monitor and in 1889 came to the Red Wing, where he has since remained.

Captain Anderson is the son of George and Dora Anderson, natives of Germany; and is a member of a family of nine children, six of whom are sailors. George Anderson, who is deceased, was a sailor until his seventy-fifth year, and during his marine career visited the principal ports of the globe.

On January 11, 1881, Capt. John G. Anderson was married to Miss Eliza Graveline, of Amherstburg. Their children are: Violet, who is attending school in Amherstburg; Lulu, who is deceased; George, who is in the Detroit schools; and Mary, still at home.

NORTON J. WARNER was born at Medina, Orleans Co., N. Y., April 15, 1830, and there obtained his education. His parents, Charles and Adeline (Jerome) Warner, came from Hartford, Conn., and the father was a millwright by trade. The mother was an own cousin of Leonard Jerome, of Jerome Park fame, whose daughter married recently into the English nobility.

Mr. Warner, the subject of this sketch, worked about seven years during his early life in various machine shops previous to the fall of 1853, when he shipped as second engineer of the steamer Portsmouth. The seasons of 1855-56 he was second of the Adriatic and in 1857 fitted out the side-wheel steamer Empire, but she did not leave port because of the hard times. During that season he made trips as second engineer respectively on the side-wheel steamer Minnesota, propeller Ontonagon, Equator and Potomac, and toward the end was made chief of the Eclipse and later of the Marquette. After a couple of seasons in her he was chief of the Hunter for a season and then followed with seven years in the Gov-

ernment service, during which time he was first assistant engineer of the revenue cutters Commodore Perry, Fessenden and John A. Dix. His next employment was as chief engineer of the Thomas A. Scott, in which he remained for a couple of seasons, and finished his career upon the Great Lakes as chief engineer of the Winslow, continuing on her for seventeen consecutive seasons beginning with that of 1872. He left the lakes in October, 1889, and was variously employed as engineer from that time until July, 1894, when he was made chief engineer of the Fornes building, on the corner of Pearl and Swan streets, Buffalo.

Mr. Warner was married, February 12, 1858, to Margaret Ahren, and they have the following children: Charles J., Walter D., Mary Adeline, Thomas C., Ella Augusta and Margaret Letitia. Charles J. Warner has for seven years been deputy collector of internal revenue at Buffalo, still holding that position; Walter D. is an architect; Mary Adeline is the wife of John Emig, a commercial traveler for the Henry Huber Company of New York; Thomas C. is a ranchman in the northwestern part of Texas; Ella Augusta is the wife of Albert P. Scheu, whose father was an ex-mayor of Buffalo; Margaret Letitia is the wife of Oscar O. Cosack, a lithographic artist, who is a son of Newman Cosack, the founder of lithography in Buffalo.

CAPTAIN JOHN MASON began to sail when he was ten years of age, and since that time the greater part of his life has been spent on the lakes. His first experience was on a schooner in command of Captain Lever, and running out of Putneyville, N. Y., the town where he was born May 3, 1852. For several years he was employed in minor positions on different boats, and in his twentieth year he was given command of the schooner New Hampshire. His next boat was the schooner Portage, which he sailed four seasons, then going on the schooner Champion, where he remained one year. From 1880 to 1887 he kept a store on the corner of Michigan and Ohio streets, Buffalo, and then returned to the lakes in command of the schooner Planet.

From this boat he went on the schooner David Vance, and was in command when she was wrecked on Lake Erie, the crew escaping in the yawlboat. Following this time he sailed the schooners Maxwell, Francomb and Wilcox and came on the schooner San Diego, in 1896, where he has since remained.

Captain Mason is one of eight children born to Joseph and Louise (Fellows) Mason, natives of New Jersey and New York respectively. Mrs. Mason is deceased, but Joseph Mason resides at New Haven, Mich. The family is as follows: Luzerne, a sailor who resides at Chicago; Mary, unmarried, who resides in Buffalo; Sarah, who is married to Rev. Ebenezer Ireland, and resides in Texas; Ellen, who is married to Albert Tubbs and resides in New Haven, Mich.; Herman, who is a bookkeeper and resides at New Haven; Walter, who is a jeweler and resides in Mt. Clemens; and Emma, who is married to Marshall Giddings, and resides in Washington, Michigan.

In September, 1873, Captain Mason was married to Miss Catherine Gain, of Buffalo. Their children are: Agnes, born October 9, 1876; Catherine, born December 9, 1878; John, Jr., born September 20, 1881; Margaret, born May 3, 1885; and Martha, born March 9, 1887.

CHARLES FERO is descended on the maternal side from ancestors who were patriots of the American Revolution, and his grandfather served throughout the war of 1812 with distinction. Mr. Fero was born in Grand Rapids, Mich., August 22, 1840, the son of Abraham and Laura Ann (Frazier) Fero. His father, who was born in Germany, came to the United States when a young man and located in Battle Creek, Mich., where he met and married Miss Frazier, who was but fourteen years of age at that time. While great-grandfather Frazier was with the American army his field of operation was about Detroit, Grand Traverse Bay and Mackinaw, and he was considered one of the greatest Indian fighters of that day. After the close of the war he settled in Mackinaw, where he died, and

a modest tombstone marks his grave. Mr. Fero's grandfather, William Frazier, after the war of 1812, in which he was actively engaged, settled among the Indians at Grand Traverse, his being the only white family in the locality. After the recapture of Detroit by the American troops he was appointed by the President as Indian agent and paymaster, having previously had some experience as a missionary. He had under his jurisdiction all the Indian tribes living on reservations between Elk Rapids and Cheboygan, making his home at the former place, which he named in honor of an elk that met its death by a shot from his rifle; this was believed to be the only elk which had made its way into that region. Mr. Frazier enjoyed the confidence of the Interior Department as Indian agent up to the time of his death, which occurred at Elk Rapids; he passed peacefully away at the advanced age of ninety-three years. He was the owner of tracts of land measuring twelve miles about Elk lake and other smaller lakes in the region, which his children (of whom Mr. Fero's mother is one) inherited. Mr. Frazier was succeeded as Indian agent by Albert Miller.

During his infancy Charles Fero was taken from Grand Rapids to Elk Rapids, on Grand Traverse Bay. At the age of seven years he took boy's berth in the little schooner Poland, remaining on her until she was wrecked three years later on the south end of Manitou Island, with the loss of three lives. His next berth was in the full-rigged brig Robert Burns, on which he continued for four seasons. In the spring of 1854 he went to Milwaukee and made one trip in the schooner Traverse to Grand Haven, where he left this vessel and entered the employ of Squire & White, dredging and pier building contractors, as fireman on the tug Waukawzoo. After serving thus for some years he took out pilot's license and sailed her, and some time later took out engineer's papers. Thus fortified Mr. Fero was enabled to take charge of either end of the several tugs and other boats operated by the company and became one of their valuable men, transferring as occasion required; he remained with them about twelve

years. He was also in the St. Mary, one of the first iron tugs owned by E. B. Ward. Mr. Fero went to Petoskey to take charge as engineer of the passenger steamer Lady May, which was sold at the close of the season. In 1877 he built the passenger steamer Fanny Hazelton, the company for which he sailed the previous year backing him for the sum of \$4,500, and put her on the route between Petoskey, Little Traverse and Harbor Springs, sailing her successfully with an Indian crew for nearly two seasons, carrying passengers and towing telegraph poles for the Grand Rapids & Indian railroad. This steamer was wrecked in the fall of 1879, the night that the Alpena went down, one of his Indians drowning. The railroad company had the steamer Gazelle chartered for the same business and Mr. Fero was appointed engineer in her the next season, running her to Detroit, where he laid her up. The following spring he came out as chief engineer of the steamer Oswegatchie, that year removing his family to Bay City, where he purchased a home. In the spring of 1882 he put in the machinery and brought out new the steamer Siberia as chief engineer, and two years later he was chief engineer of the steamer Australasia, subsequently engaging in that capacity on the steamers Lowell and Loretta, the tug O. W. Cheney and the steamer Glasgow. He then entered the employ of Capt. S. B. Grummond as chief engineer in the passenger steamer Flora, lake and wrecking tugs Oswego, William A. Moore, Champion and Sweepstakes, passenger steamer Atlantic, tug John Owen, and steamer Mary Pringle. There were sixteen steam-propelled vessels in the line and he was chief engineer in each as occasion required. During the time he was in Captain Grummond's employ, in which he continued up to the time of that gentleman's death, he perfected himself in the profession of diver, which was perhaps the best feature in the engagement, and he was successful in many notable wrecking jobs. Some time after the Captain's decease, Mr. Fero went to work again for Mr. Sharp, as engineer of the Witch of the West, O. W. Cheney, Louise, and steamer J. P. Donald-

son. On September 22, 1897, he entered the employ of the Bay Port Fish Company, and he has charge of all their machinery ashore and in the boats, comprising that in the elevators, gristmill, quarry, mine, etc. He erected the engine and brought out the new steamer the company built in 1898.

On Christmas day, 1867, Mr. Fero wedded Miss Augusta Scott, daughter of Morgan and Hannah Scott, of Ada, Kent Co., Mich., and four children were born to this union, but one of whom survives. William was drowned at Wheeler's slip when eleven years of age; Roy died when nine years old; Augusta died in infancy. Charles Morgan, the first-born, has adopted the vocation of a marine engineer, and is second in the steamer Stevens. The family residence is at No. 204 Hill street, corner of John, West Bay City, Mich. Mr. Fero also owns the homestead of eighty-seven acres at Elk Rapids, left by his mother.

JOHN F. QUINN is one of the most promising of the young marine engineers sailing out of Cleveland, industrious and of excellent principles. He is a son of John and Ellen E. (Shields) Quinn, and was born in Cleveland on September 30, 1869. His father, a son of Patrick and Julia Quinn, was born June 4, 1846, in Ardfinnan, County Tipperary, Ireland, and was brought to the United States the year of his birth, his parents locating in Cleveland, where he attended the public schools and learned the machinist's trade at the old Cuyahoga furnace. His first experience in a maritime way was on the old tug Niagara, as fireman with Capt. Joseph Greenhalgh, who was also an able engineer. After two seasons he was appointed engineer of the tug Ellen, Capt. George Stevens, a berth which he did not hold long but transferred to the tug D. P. Rhodes. His next position was on the lake tug William B. Castle, where he remained one season, after which he retired from the lakes and went to work for J. B. Gates, who carried on a steam wood-sawing and splitting business, Mr. Quinn running the engine. At the close of this engagement he went to learn the mason's trade, serving about three years, and was then appointed

captain of the Main street swing bridge, being recommended by John Martin, the ship-builder. On May 16, 1871, Mr. Quinn was appointed patrolman on the Cleveland police force, an office he has filled with eminent satisfaction for twenty-eight years, and still has the confidence of the city authorities. He married Miss Ellen E. Shields, of Cleveland, on November 16, 1868, and five children were born to them, viz: John F., Patrick J., Charles, Rose and Emma. The family homestead is at 425 West River street, Cleveland.

John F. Quinn received a liberal education in the public schools of Cleveland, graduating at West High School, after which he learned the machinist's trade at the Globe Iron Works. He then worked in the shops of the Walker Manufacturing Company, Kilby Manufacturing Company, the Brown Hoisting and Conveying Machine Company, the Rogers Typograph Machine Company and other shops. Being desirous of becoming a marine engineer he began his lake-faring life as oiler on the steamer Geo. F. Williams, transferring to the Republic, Griffin and North West, and in 1897 applied and was granted marine engineer's license, and was appointed first assistant on the passenger steamer Flora, closing the season on the steel steamer Manola, and in the spring of 1898 he became second engineer of the fine steamer Castalia, Capt. C. C. Allen. During the winter months Mr. Quinn always finds shop work chiefly at the Globe Iron Works, and was one winter foreman of the Forest City Nail Works at Rockport, Ohio. During the winter of 1897-98, while the Wilson avenue bridge was being rebuilt, he was engineer, and holds a stationary engineer's license.

Fraternally he is a member of the Marine Engineers Beneficial Association No. 2, of Cleveland.

On October 28, 1896, Mr. Quinn was wedded to Miss Clara Schroeder, of Cleveland, and they reside at No. 300 Tod street, Cleveland, Ohio.

THOMAS J. KEHOE at the time of this writing is the assistant United States inspector of boilers for the Chicago district,

and is well qualified for the position he occupies. Before his appointment to the United States service he was an ardent and popular member of the Marine Engineers Beneficial Association, but was obliged to withdraw from that body. He is the son of Thomas and Bridget (Scott) Kehoe, and was born in Chicago, March 19, 1851. Thomas Kehoe, the father, is a native of County Kildare, Ireland, and emigrated to the United States in 1844, making his home in New York about four years. The mother also came from County Kildare, Ireland, the same year, and they were married in New York City. They removed to Chicago in 1848, where the father opened a tailor shop, he having learned that trade from his father, who carried on the business in Ireland. Richard Scott, the grandfather on the maternal side, carried on a meat market. At the commencement of the Civil war Mr. Scott enlisted in the Twenty-third Ill. Vol. Inf., Colonel Mulligan, one of the regiments composing the Irish brigade, and served until the close of the war. Thomas J. Kehoe was also a patriot of the Civil war, and was three times wounded; he enlisted May 3, 1862, in the Eighty-eighth Illinois Infantry, or as it was locally known in Chicago, the Second Board of Trade Regiment of Volunteers. His regiment served under General Sherman, and Mr. Kehoe was wounded at Stone River and lay in the hospital three weeks, his two subsequent wounds not proving so serious, however. On his recovery he rejoined his regiment, and served with honor throughout that commander's campaigns through Georgia and the Carolinas, and was present at the Grand Review of the great army of Western warriors in Washington. Mr. Kehoe participated with his regiment at the battles of Lookout Mountain, Kenesaw Mountain, Marietta, Atlanta, Lovejoy and Bentonville, the last great battle of the war, and numerous other smaller engagements. He was honorably discharged in the fall of 1865 at Camp Douglas, Chicago. To Thomas and Bridget (Scott) Kehoe were born seven children, namely: (1) Bridget Adelia, who married James Riley, a volunteer soldier of Chicago Board of Trade bat-

tery, and now sergeant of police in Chicago; she died in 1876. (2) Mary, now the wife of John Williams, of Chicago. (3) Richard, who went steamboating seven years with the purpose of becoming a marine engineer, but is now engaged as a millright in Seattle, Washington. (4) William H., who is in the tailoring business in Chicago. (5) Annie, who became the wife of William Johnson, a livery man in Spokane Falls, Washington. (6) Martha, who wedded Charles Smith, a butcher in the employ of P. D. Armour, of Chicago; and (7) Thomas J., the subject of this sketch.

Thomas J. Kehoe acquired his education in the public schools of Chicago, and at the age of thirteen years he entered the employ of William Baganwanth & Son, to learn the machinist's trade, remaining with them two and a half years, after which he worked in the machine shop of Wilson & Burkhardt, on the north pier, about six months. He then took charge of a stationary engine for the printing establishment of Jones, Perdue & Small, locating on the corner of Lake and Clark streets, seven months. In the fall of 1866, he decided to take up the life of a sailor and shipped as boy on the schooner George W. Worthington. The next year, with the purpose of becoming a marine engineer, he joined the tug E. Van Dalsen, as fireman, working in J. Murphy's machine shop that winter. In the spring of 1868 he shipped as fireman on the tugs R. Prindiville and Oriole; in 1869, on the tug F. S. Butler; in 1870, on the tug O. B. Green, and in 1871 he entered the employ of the Vessel Owners Towing Company, as fireman on the new tugs Rebel and J. L. Higgle, remaining with that company two seasons and taking out his license as marine engineer in 1872 and was appointed to the tug Ada Allen. He then engineered the tug A. A. Parker two seasons and in the spring of 1875 was appointed engineer of the tug William L. Ewing; in 1876 chief on the steamer George Dunbar, with Capt. James Hogan. The next year he stopped ashore as engineer of the Rock Island B. & N. Y. R. Co. elevator in Chicago, after which he went as engineer on the tug Frank R. Crane, in the employ of the Chicago Dredge and Dock

Company, until the fall of 1883, going as master of the tug A. S. Allen part of a season. In the spring of 1884 he entered the employ of the Carsley & East Manufacturing Company, of Chicago, as engineer of their plant, remaining nine years.

In September, 1893, Mr. Kehoe was appointed assistant United States inspector of boilers for the Chicago district and takes pride in fulfilling the duties of that office conscientiously. He has twenty-four issues of marine engineer's license, three of second-class pilot's papers and a Chicago certificate of competency as stationary engineer. He is a member of the National Union Benevolent Association and of the Independent Order of Forresters.

On December 23, 1872, Mr. Kehoe was wedded to Miss Ellen, daughter of Michael and Ann (Reynolds) Martin, of Chicago. The family homestead is situated at No. 360 East Twenty-third street, Chicago, Illinois.

WILL M. KAY, secretary of the firm of Samuel F. Hodge & Co., of Detroit, was born at Galt, Ontario, July 1, 1869, and was educated at the Galt Collegiate Institute, where he laid a solid foundation for the business training he has since enjoyed. One of the prime necessities of a large manufacturing concern is a well-organized office force with a competent man at the head, and in this respect Samuel F. Hodge & Co. is especially fortunate, its office work being under the direct supervision of Mr. Kay, whose whole life has been devoted to just this particular work. He came to Detroit in 1885 and soon secured a place in the office of the Fulton Iron & Engine Works, where he applied himself to the task of learning the intricacies of book-keeping for a manufacturing concern. He remained with this firm three years, and in the autumn of 1888 entered the employ of Samuel F. Hodge & Co. as bookkeeper, continuing in this position until June 1, 1896, when he was elected secretary of the corporation, he being at this time one of its stockholders. It would be difficult to find a man more thoroughly posted in the duties of his position than Mr. Kay. In

this case there seems to have been a determination to learn one thing well, and he has been eminently successful in his efforts.

At the outbreak of the Spanish-American war Mr. Kay enlisted in the 31st Michigan Infantry, and with that regiment, holding rank as corporal, is at present (1899) seeing service in Santa Clara Province, Cuba.

CAPTAIN EDWARD COMERFORD, who has been a resident of Chicago since 1852, a period of half a century, and widely known in marine circles, is a native of Ireland, born in 1835, in County Kilkenny. He is the son of Patrick and Margaret (Walsh) Comerford, also natives of the Emerald Isle, where the father died in 1844; the mother came to Chicago in 1852, and there passed away in 1876.

The Captain emigrated to this continent in 1847, by way of Quebec, Canada. Thence he proceeded to New York City, and has since been engaged in sailing, shipping first as cook, later as able seaman, on sailing vessels some six or seven years on the American coast.

In 1852 Captain Comerford came to Chicago and at once began his long and interesting career on the Great Lakes. His first vessel was the schooner George C. Drew, engaged in the lumber trade; sailing her for part of the season, he shipped on the topsail schooner Abia, Capt. Sam Wood, running between Chicago and Buffalo in the grain trade. He continued on Abia during the season of 1853, and that year the Abia brought to Chicago from Buffalo the pioneer locomotive named Rock River, which ran for many years afterward on the old Rock River Valley road. In 1854 he sailed the schooner Crescent, with Captain Atkinson, and the season of 1855 he joined the Henry Lansing, with Captain Curtis, and in 1856 was mate of the brig Belle, with Captain Atkinson, and was then mate on the Mark H. Sibley for about three years. The season of 1859 he was on the schooners Leader, Captain Monroe, Lady of the Lake, Captain Boyle, and John Martin, Capt. H. F. Allen. During the whole of the season of 1860 he was mate of the schooner Cascade, with Captain Cherry.

In 1861 and 1862 he sailed the schooner Robert B. Campbell, and in 1863 was mate with Captain Atkinson on the schooner Northwest, then one of the fastest sailing crafts on the lakes.

In 1864 Captain Comerford, who had now sailed for twelve years on the lakes, bought an interest in the schooner H. L. Whitman. Sailing her for three years, he sold his interest to his partner, Frank Hutchinson, and bought an interest in the Yankee Blade. This vessel he sailed eleven years—1867 to 1878, and then bought an interest in the schooner Danforth, which he sailed for four or five years, then selling his interest to F. L. Higgin. He stopped ashore for two years, during which time he had charge of the Vessel Owners Shipping Association at Chicago, and then he bought at Oswego the whole of the schooner Blazing Star, which he sailed one season, but lost her on Fisherman's Shoal, Lake Michigan. He then sailed the schooner Barbarian one year, and then bought the schooner Flying Cloud, and sailed her for four years, but lost her in Lake Michigan in the fall of 1892. He then retired from seafaring life, after a long and varied career.

In New York, in 1857, Capt. Edward Comerford was married to Miss Alice King, who died in Chicago in 1866. By this union there were two children, both yet living: Thomas D. and Edward J. In 1867, in Chicago, the Captain wedded Miss Margaret Brennan, and by her has had four children: Nellie, Margaret, James and Anna.

Captain Comerford may truly be said to be one of the pioneers of Chicago. In 1854 he built on Halsted street the family residence that is still standing. In 1876 he erected a good three-story building, also on Halsted street, containing living rooms up stairs, with a store room below, 20 x 44 feet in dimensions.

CAPTAIN ANTHONY G. GALLAGHER, who is one of the old-time lake pilots, and who passed many years of his sailor life in the employ of the old Northern Transportation Steamboat line in the best days of its usefulness and pride and, although now sixty-four years of age, is strong and active, both

in body and mind. He has a very retentive memory and discourses interestingly about the steamboats and skippers of that famous line, and the fate of each.

Captain Gallagher is a son of Patrick and Ann (Maloy) and was born in 1834 in County Mayo, Ireland. In 1842, after the death of his father, he removed with his mother and two sisters to America, locating in a locality in Canada where he found employment carrying water for a gang of canal laborers at twenty-five cents a day. Two years passed in this way, after which he drove a team for Richard Oxford, receiving for this service \$4.00 per month and board.

After passing a number of years in various occupations, Captain Gallagher went to Ogdensburg, N. Y., and in the spring of 1860 entered the employ of the Northern Transportation Steamboat Company as porter on the fast side-wheel steamer New York, and running between St. John, New Brunswick and New York, and one of the speediest boats on that line. In 1861 he made four round trips as lookout and wheelsman on the propeller Vermont, with Capt. Alva Shaver to Montreal. His next boat was the propeller Ontario, on which he remained three seasons as wheelsman. The machinery and boiler of the Ontario were then put into the propeller Lowell and he became her wheelsman, then sailed on the propellers Prairie State with Capt. H. Williams; the Louisville and Granite State with Captain Caldwell, and the Ontario in various capacities from wheelsman to mate. When the Northern Transportation Company discontinued business Captain Gallagher went to Cleveland and found employment as oiler in the roundhouse of the Cleveland & Mahoning Railroad Co., where he remained until the spring of 1867, when he shipped as mate with Captain Jones on the schooner Wild Rover for the season. In 1868 he made one trip on the bark Maria Martin, with Captain Trotter, transferring to the schooner Correspondence, with Captain Jeffers, and was on her part of the next two seasons. In 1870 he entered the employ of Capt. Patrick Smith as master of the tug James Amadeus (afterward sunk off Point Pelee), operating out of Cleveland

harbor, remaining with her three seasons. In 1873 Captain Gallagher retired from active service as a sailor to enter the employ of the Lake Shore Railroad Company, with which he remained twelve years as brakeman and yard conductor. He then went to work for the Valley Railroad Company as brakeman, yard conductor and assistant yardmaster, and later was placed in charge of the Valley railroad bridge at the West river steel crossing. During these many years of active life on lake and rail Captain Gallagher has given the utmost satisfaction, and has always been considered a steady and trustworthy man. He has been a devotee to total abstinence from intoxicants for twenty years.

The following incidents are quoted as some of the many experiences which befell the Captain during his life as a sailor: He was in the employ of Captain Caldwell, master of the ill-fated propeller Louisville, when she burned to the water's edge in the St. Lawrence river opposite a point on the Canadian shore. She was rebuilt in Ogdensburg, N. Y., the next season, loaded with a cargo of broom-corn, placed again in charge of Captain Caldwell, who had for his chief engineer James Lord, an old-time engineer on the lakes and railroads (and to him is credited the fastest time ever made on a trip out from Louisburg), and when between Chicago and St. Joe the propeller again took fire and was completely destroyed. He recalls the City of Superior when she went to pieces at the head of Lake Superior. Her engines were brought to New York by the Northern Transportation Company, and one placed in the City of Boston, one of their line, and which was afterward sunk in a collision with one of their own boats in the Straits, opposite Mackinaw. She was raised and brought to Cleveland and rebuilt and finally went ashore on the south shore of Point Bertschy, a total loss. The other engine was put into the Empire, also belonging to the N. T. Co. Some years prior to the above mentioned events he was a witness to the loss of the J. W. Brooks, another of this company's boats. She was lost round about the False Duck and other islands at

the entrance to Lake Ontario, and all on board went down. The body of her captain was afterward picked up in a lifeboat between Sacket's Harbor and Stony Point. The hull of the Brooks came up a few years after, when she was repaired, and the engines of the old William the Fourth placed in her, and she is now running to Hamilton and other lake ports. He saw the Maniken make her first trip from the Soo into Lake Superior, before the canal was built, and it was a novel sight. The boat was placed upon wooden rails and rollers, somewhat after the fashion of house-moving of the present day, and with the assistance of ropes and two horses was conveyed to its home upon the waves. The steamboats North Star, propeller Iron City and Northern Light were the next boats to pass into Lake Superior within the Captain's recollection. The propellers S. D. Caldwell, Ontonagon, Penack (the latter sunk in a collision with the propeller Meter between Thunder Bay and Detour), Likely Belle and Ironsides were among the Lake Superior boats in the Captain's younger days. Another reminiscence of his early days is the colliding of the side-wheel steamer Atlantic (commanded by Captain Shadrick) with the propeller Ogdensburg. The suicide of Captain Case (master of the propeller Michigan of the N. T. Co.) who hung himself to the outer end of the yard-arm of the bark Mariner, one of the coldest nights ever felt, is another one of the eventful happenings in the Captain's sailing life.

He was united in marriage in 1857, to Miss Rose Ann Judg, of Toledo, Ontario, a daughter of James Judg. They reside at No. 31 State street, Cleveland, Ohio.

CAPTAIN FRANK F. LANGLEY is the youngest son of Captain Samuel G. Langley, and was born July 4, 1860, in St. Joseph, Mich., receiving his education in the public schools of his native city and at the State Normal school at Ypsilanti, Mich., from which he was graduated in 1878.

His fondness for the water was inherited, and as a child his parents were unable to keep him beyond the reach of its fasci-

nating influence. At the age of nine years he ran away from home and began his career as a sailor, and when twelve years old he went for part of a season with his brother, Capt. John H. Langley, on board the *Comet*, trading between Buffalo and Duluth. The next year he was sent to Ypsilanti to school, but preferring sailing, he went to Detroit and shipped on the steamer *Phil. Sheridan*, plying between Buffalo, Cleveland and Bay City, and was on her part of two seasons. After graduating from the State Normal school he resumed sailing. In July, 1883, he bought the schooner *Anna Robinson*, which he sailed as master until November 17, of that year, when she was wrecked at Muskegon, Mich., becoming a total loss. He then went with Capt. J. M. McGregor of Detroit, as wheelsman on the steambarge *Otego*, and remained with him six years, the last four years as second mate. Since that time he has not followed sailing but has operated some on the board of trade in Chicago and superintends the home farm, taking care of his mother in her old age, and worthily sustaining the dignity of an old and honored name.

He is a member of the Knights of Macabes, and is a staunch Republican in his political preferences.

JOSEPH LIMBERGER is not in active service on the lakes at the present time, yet he may well be classed among marine men, for he is widely known among the lake engineers and was identified as one of them for many years. He was born March 22, 1847, at Detroit, Mich., and in that place has lived the greater part of his life. His first sailing was done in 1866, when he went on the *Henry Howard* as deckhand, and after this he was on the *City of Port Huron*, in 1876 shipping on the *River Queen* as fireman. He then served in the same capacity on the *William A. Moore* and the *St. Joseph*, after which he spent three years on the *Winslow* as second engineer. He served one year upon the *North West* as greaser, and the same length of time as second engineer on the *Atlantis*; after acting in the latter capacity on the *St. Paul*, *H. S. Pickands* and *George L.*

Caldwell he entered the employ of the Detroit, Belle Isle & Windsor Ferry Co. and sailed as chief engineer on the *Excelsior*, *Garland* and *Fortune*. For part of a season he was on the *J. Emory Owen*, but on account of illness was unable to finish the year and returned to Detroit, since when, with the exception of one season on the yacht *Magna* as chief engineer, he has not sailed. In 1893 he accepted the position of chief engineer for the school board of Detroit, in order to be near home, was located in the Lincoln school and has remained there ever since.

On January 7, 1885, Mr. Limberger was married to Miss Ellen Brown, of Windsor, Ontario; their only child, Tillion P., is attending school at the present time. Mr. Limberger is a member of the Marine Engineers Beneficial Association and Stationary Engineers Association of Detroit.

CAPTAIN W. E. COMER was born October 4, 1837, at Rochester, N. Y., and there lived until he was two years of age when he went to Buffalo, from whence he went to Detroit, which is his residence at the present time. At the age of fourteen years he shipped out of Detroit on the steamer *Wisconsin*, under the command of Harry Whitacre. Upon this boat he acted as deck-sweep one season, and then acted as cabin boy on the *Julius D. Morton*, running from Buffalo to Green Bay; and the *Caspian*, running between Buffalo and Cleveland. He then returned to Detroit and entered a printer's shop where he stayed about nine months, after which he began sailing again, and shipped on the *Pacific*, running between Detroit and Cleveland. Upon this boat he acted as second porter and with the rest of the crew was transferred to the *London*. The machinery of this boat was then put in the *Forester* at Marine City and the following spring he shipped on the *Arctic*. The crew of this boat was transferred to the *E. K. Collins*, which was brought to the route between Cleveland and Sioux river, and burned at the mouth of the Detroit river October 8, 1854. Captain Comer spent the rest of the fall on the *Buckeye State*, running in the same route, and the

next spring did not go out early but later in the season shipped as porter on the Planet. In 1856 he acted as wheelsman on the Arrow and spent the three years following in the same position. After three years spent on the Forester as wheelsman, he acted as second mate two years on the same boat. After acting as second mate on the Planet, and a short time spent on the Huron he was given command of the Susan Ward, which he held five years, running between Saginaw and Cleveland. He then commanded the Neptune, Marine City, W. R. Clinton, Serwood, Eighth Ohio, and returned to the Marine City. On this boat he remained five years, until she burned on Lake Huron August 29, 1880. For his brave acts and timely service at this time he was presented with a gold watch by his friends and members of his crew. The same fall he went on the Flora and there remained six seasons, after which he spent one year on the steambarge Mackinac. After leaving this boat he sailed the steambarge Messenger, afterward the Metropolis about a month, then transferred to the Darius Cole. Captain Comer has had a long and eventful experience in sailing and is held as an invaluable man by his employers.

February 13, 1863, he was married to Miss Mary A. Davis, of Detroit. They have eight children: Robert E., who is a motorman in Detroit; William F., who has been a sailor; John F., who acted as second mate on the Yale during the season of 1896; Mary M., who resides at home with her parents; George J., who is a motorman; Walter C., who is a graduate from Detroit public schools; and Blanche J. and Joseph A., who are attending school at the present time.

CAPTAIN ANDREW KELLY is a good officer and a man of fine physique. He was born in 1849 in County Cork, Ireland, a son of Thomas and Margaret Kelly, the former of whom was a pilot on the coast of England and Ireland. The family removed to the United States when our subject was but eighteen months old, and located at Buffalo, New York.

Andrew Kelly attended school but a few years, while he was very young, commencing work as a ferry boy in 1860 at the age of eleven years. He has evidently improved every opportunity since then to acquire knowledge. In 1862 he shipped as boy on the schooner St. James, of Erie, in the iron ore trade between Erie and Marquette, and remained eight years, the last six receiving seaman's wages. In the spring of 1869 he was appointed mate of the schooner St. Andrews, of Erie, Penn., with Captain Shea, and remained on her until August, 1871, when she was sold. He finished that season on the brig Resolute, as mate with Captain Mullins. They lost the Resolute off Long Point, November 14, in a northwest snowstorm; one sailor and a woman cook were frozen to death on the brig, but the rest of the crew swam ashore. In 1872 he went as mate of the schooner B. Parsons, and in 1873 shipped before the mast on the Jane Bell, which was frozen in at Grand Island and Captain Kelly kept ship that winter. In 1874 he shipped out of Cleveland on the propeller Mineral Rock. Having been eighteen months away from home, he left the ship and went to Buffalo, whence, after a brief visit, he shipped as second mate on the bark Charles K. Nimms, which was sometime afterward lost by collision in Lake Erie. In 1875-76 he went as mate of the schooner Monitor, in 1877 as mate of the schooner Maria Martin, and in 1878 as mate of the bark William H. Vanderbilt, Samuel Watson owner. The Vanderbilt left Chicago April 11 with grain consigned to Buffalo, and on the 13th she was dismasted on Lake Huron in a squall from the west, the foremast, mainmast and jib-boom mizzen going overboard. She was towed down to Buffalo by the river tug Mocking Bird, was refitted and made into a fore-and-aft schooner. In 1879 Captain Kelly sailed the schooner Golden Rule for the same owner. In 1880 he shipped as mate of the Thomas P. Sheldon; 1881, second mate of the steamer H. D. Coffinberry; 1882, mate of the steamer C. H. Starkey; 1883, second mate on the New York, one of the Union Steamboat Company's boats; 1884, master of the barge Stevenson; 1885-86, master of

the barge Farwell; 1887-88, mate of the steamer Schoolcraft. In 1889, he superintended the building of the schooner Mary N. Bourke for the Nestor estate of Detroit, and sailed her until the fall of 1893. In the spring of 1894 he was appointed mate of the steamer Wyoming, of the Lackawanna Steamship line, and in 1895-96 sailed the steamer Grand Traverse, owned by the same line. This steamboat was lost October 20, by collision with the steamer Livingston. The season 1897, and also of 1898, he spent in the Wyoming.

Captain Kelly has been concerned in several creditable rescues. While lying in the harbor at Marquette in 1871 he jumped overboard and saved a ten-year-old boy from drowning. On another occasion he, with two other men, lowered the yawl boat and took the crew of seven men off a lumber scow which had broken in two on Lake Erie. He has been a member of the Ship Masters Association for five years, and carried Pennant No. 382. He is also a member of Local Harbor No. 41, of the American Association of Masters and Pilots.

In 1876 Captain Kelly was united in marriage with Miss Mary Neville, of Buffalo, and they have had eight children, six of whom are now living, namely: Julia M., Ellen M., Andrew J., Mary F., Daniel and Stephen. Robert and Thomas are deceased. The family residence is at No. 137 Kentucky street, Buffalo, New York.

A. J. KAHLE is of German parentage but born in America, the only child of Wencil and Annie (Spitzner) Kahle, both of whom are now deceased. The father was a cabinet maker by trade.

The subject of this sketch was born at Erie, Penn., February 5, 1861, at which place he also attended school. He learned his trade at the Erie City Iron Works, where he worked about four years, after which he was fireman on the Pennsylvania railroad between Erie and Kean the same length of time. In 1880 Mr. Kahle went to Buffalo, from which port he shipped as oiler with William Erskine as chief engineer on the steamer Gordon Campbell, of the Anchor line, for one season, following that employ-

ment as oiler on the steamer Winslow for another season. In 1882 he was second engineer of the old steamer Potomac for a couple of months, at the end of which period she sunk at the docks at Buffalo harbor. Mr. Kahle has been variously employed since he left the lakes. He was a year with the Watts Campbell Corliss Engine Works at Newark, N. J., and a year as guaranty engineer for Adams & Richards, builders of oil engines at New Brunswick, N. J. He next ran a stationary engine of five hundred horse power for the Meyers Rubber Company, at Milltown, N. J., for about two and a half years, and then worked for a short time at the Pennsylvania Iron Works, at Philadelphia, Penn. His next employment was with John T. Noyes three months at Buffalo, and from there he went as engineer of the steamer Conemaugh for part of a season, the remainder of which he was employed in the New York Central railroad shops. The following two years he was machinist for the Snow Pump Works, succeeding which he was in the shops of the Lehigh Valley R. R. Co., and during the winter of 1895-96 was employed in the Lake Erie Engine Works.

On April 23, 1896, he was made first assistant engineer of the Mooney building on Main street, Buffalo, which place he still retains. Mr. Kahle has been an interested member of the Marine Engineers Beneficial Association for seven years.

In 1883 he was married at Buffalo, to Miss Jennie Oliver, by whom he has had four children: Archibald, Anna, Rose and Samuel. They reside at No. 52 Schiller street, Buffalo, New York.

CAPTAIN ANTHINE MOISAN. Perhaps there is no man on the Detroit river who is better acquainted with tugging than the subject of this sketch, who has spent many years of his life in that employment, and who is part owner and master of the tug Marion Teller at the present time. He was born at Montreal, Canada, March 20, 1850, and there lived seventeen years. There, too, he learned the shoemaker's trade and then went to North Dakota, after which he settled in St. Paul, Minn., and worked at his trade

four years. He then went to Fort Union, Mont., where he remained one year, after which he came to Detroit, and has since made his residence at that place. His first employment was in the marine work, going on the Sarah Van Epps as wheelsman and remaining part of a season. The following two years were spent on the tugs Parker and Goodnow in the capacity of wheelsman, after which he was given command of the barge Rouge, which he held one season. The next year he went on the Resolute and several other tugs owned by Alexander Ruelle, of Detroit, and spent some time on the tug Oneida. He then came to the employ of Richard Beaubien about 1890 and has since remained, now being a member of the firm of Beaubien & Moisan and half owner in the tug Marion Teller.

On November 1, 1877, he was married to Adelle Bargeron, of Detroit, formerly of St. Croix, Quebec. They have had six children: Omar, deceased; George, attending school; Alice, deceased; Clara, in a convent in Montreal; Anna, at home; and Laura, deceased. They reside at No. 90 Campau street, Detroit, Michigan.

Captain Moisan is the son of Pierre and Sophie (LeMire) Moisan, both natives of the province of Quebec, who are living in Montreal at the present time. He is well-known among marine men in Detroit and vicinity for his jovial nature, and his thorough knowledge of his work.

ELIAKIM F. RANSOM was born in Claridon, Geauga county, Ohio, October 14, 1829, son of John and Annie (Ames) Ransom. The father was a farmer part of his life, and at one time owned a foundry and furnace near Plainville, Ohio. He died at Claridon in 1830. John Ransom, the grandfather of our subject, was of English birth, and was master of salt-water craft, owning vessels which plied between New York and China in the tea trade. He lost his life at sea many years ago on a trip in one of his own vessels. The father of our subject died when the latter was less than a year old.

Eliakim F. Ransom received a common-school education, in Livingston county, N. Y., beginning to study when he was about

seven years old, and for three years succeeding his school life was located on a farm. When he was seventeen years of age, he came to Buffalo, and for eleven years following he was employed at the old Shepard Iron Works, learning his trade and building steam engines. In 1859 he began his sea-faring life as fireman with his brother, Giles T. Ransom, who was chief engineer of the Monticello. This brother died of yellow fever while in the employ of the government on a gunboat on the Mississippi river during the Civil war. It was through him that Eliakim Ransom first became interested in sailing. Mr. Ransom served as second and chief engineer with the following lines from 1857 till about 1892, when he was compelled to retire from the lakes on account of ill health; the Union Steamboat Company, Anchor line, Western Transportation Company, Davidson's line (of Bay City), Michael McComb's line of Buffalo, the old Commercial line, the New York Central line, and also with a lumber firm of Toledo, Ohio. Upon retiring from the lakes he was for a time engineer of a stone crusher for the Barber Asphalt Paving Company, but was compelled to give that up also for the reason above mentioned. During his experience on the lakes he met with but one accident of moment. When he was engineer of the Siberia she lost her rudder on Lake Superior, and drifted about eighty miles to White Fish Point, where she was picked up by a wrecking tug.

In 1852 Mr. Ransom was married in Buffalo, to Miss Mary Jane Sharkey, of Chicago, who died in 1863. They had eight children, three of whom are living, namely: Giles, in business in Toronto; Eliakim, deceased; and Frank, steward of the Seneca. In 1878 Mr. Ransom married Eliza Ann Drake, of Rochester, N. Y., and they reside at 160 Massachusetts street, Buffalo, New York.

CAPTAIN DAVID F. DOVILLE was born at Sodus Point, N. Y., July 7, 1854, a son of Henry and Mary Lucile (St. Peter) Denville. His father was a lake captain and ship-builder, and just as he had got the timber out for the construction of a new schooner

he died (March 12, 1863), and his five sons, all of whom are lake captains, finished the vessel. It was named the William Hunter, and on this boat David F., after attending the public schools of his native town, commenced his lakefaring life. He remained on her until September, and in the spring of 1865 shipped on her again. In 1866 he sailed with his brother Henry on the scow Morgan, and the following year began in the schooner Alma with his brother Henry, but closed the season in the Sylph with his brother Charles. In the spring of 1868 he again shipped in the schooner Sylph with his brother Egbert, remaining until September, when he joined the F. T. Barney, and was with her at the time she sank. The crew took to the yawl boat, and was sighted and picked up by the schooner Clayton Belle. During the winter he went to school at Vermilion, Ohio, and in 1869 he joined the schooner J. F. Card, of which his brother Egbert was master, and that winter attended school at Berea, Ohio. In the spring of 1870 Captain Doville was appointed mate of the schooner Sherwood, and at the close of navigation he went to Springfield, Mass. The next season he made one trip on the schooner Wanette, and was then made mate in the schooner Algeria. He was in the Chicago harbor at the time that city was destroyed by fire. In the spring of 1872 he joined the schooner Ben Franklin with his brother Joseph, transferring as mate of the schooner Bailey, second mate of the Winslow, mate of the Gibson, and closing the season on the Ben Franklin. The next season he shipped on the schooner Comanche, but was sent home sick from Chicago. In 1873 he joined the William Hunter as mate, and the next season he opened a boat livery at Sodus Point, N. Y., sailing in different boats in the fall months until the spring of 1879, when he was appointed mate in the schooner Young America.

During the years 1880-81 Captain Doville sailed the schooner Volunteer. The next two years he sailed as mate in the schooner Barney Avery; 1884, mate in the schooner St. Lawrence, and in 1885 he stopped ashore at Sodus Point and kept a

meat market. He then purchased an interest in the A. J. McBrier, and sailed her for four years. In the spring of 1890 he was appointed master of the schooner Anna P. Grover, and sailed her two years. In 1892 he entered the employ of his brother, Capt. Egbert Doville, of Toledo, as master of the steam sand-sucker Nicolette, transferring in 1893 to the steamer Commerce, in which he has sailed successfully for five years, being in her at this writing. The fraternal orders of which he is a member are the Maccabees, Royal Templars, and Independent Order of Good Templars. He has a life insurance in the latter society.

In December, 1893, Captain Doville was united by marriage to Miss Frances Scott, of Sodus Point, N. Y. Four children, Robert LeRoy, Edna, Glenn, and Nina, have been born to this union. The family homestead is at Sodus Point, New York.

CAPTAIN ALEXANDER McMURRAY, who has been connected with the traffic of Niagara river since some time in the 'forties, was born in Bertie township, Welland county, in the Province of Ontario, Canada, April 21, 1829, and received but an ordinary education. His father, John McMurray, came from near Belfast, in the North of Ireland, to America about the year 1820. He was a baker by trade, but followed farming after settling in the Province of Ontario. His wife's name was Margaret Mills.

Alexander McMurray began life as a deck-hand on the Erie canal. He took only one trip, to Albany and return, which he considered enough, as it lasted thirty-two days. This was in 1846. During the year 1848 he was engaged most of the time at farm and carpenter work. In 1849 he engaged in business at Grand Island with David Hibbard, continuing thus for about six years, and then carried it on alone for the four years following. During the balance of the time until 1868 he conducted a summer resort, and managed the pleasure yacht Jerome C. Keyes, which he built. This yacht he sold in 1868, and he then removed to

Black Rock, where he was employed variously in farming, boating and carpenter work for about eight years. From 1874 until 1878 he worked at the carpenter's trade at Buffalo, and from that time until 1889 he lived at Grand Island. While there he farmed a tract of land of about fifty acres which he owned, did some carpenter work, and engaged also in the boat trade on the river. Part of this time he was master of the steamyachts Emma V. and Minnie, owned by David Sutton. From 1889 until October, 1895, Captain McMurray was master of the S. D. Cornell, of the Buffalo and Grand Island ferry, at the end of that time retiring to his quiet home at Bridgeburg (formerly Victoria), Province of Ontario, Canada, where he is enjoying rest from his many years of steady labor.

Captain McMurray was married, November 5, 1850, to Eliza Jane Wightman, and they have the following named children: William E., now (1898) thirty-five years of age; Robert J., aged forty-four, captain of the tug International; John A., aged thirty-eight, engineer of the ferryboat Niagara; Mary Jane, aged forty-one; Cora, aged twenty-nine; and Stella, aged twenty-two. William was captain of the Idle Hour during the season of 1896.

CAPTAIN PAUL HOWELL was born at London, England, August 20, 1854, a son of Valentine Frederick and Hannah Howell. His father at that time was in the wholesale confectionery, which is now conducted by a younger brother, Owen A.; his brother, Walter J., is private secretary for one of the members of the British cabinet.

Captain Howell was educated in the private schools in England until twelve years of age, when he was sent to College Cibot-Melin, in Paris, France. This was during the reign of Napoleon III, in whose palace of the Tuileries his brother was employed. At the age of fifteen years he went to sea in the bark Naparima, 347 tons burden, of London; and from one vessel to another finally drifted into the United States navy, serving on board the frigate Minnesota, and gunboat Michigan; also serving in the revenue cutter Perry as boatswain, also as

master-at-arms, and on the lighthouse steamer Haze as quartermaster. In the spring of 1876 he went on a whaling and sealing voyage to the Antarctic ocean in the schooner Flying Fish, of New London, Conn., whose registered burden was 87 tons, a trip which seems extremely hazardous in a vessel of that size. She was owned by Lawrence Brothers of New London, and on this expedition made a very good catch. Returning from this voyage Captain Howell again came to the lakes, and after serving as mate on several vessels and steamers took charge of the coal docks at Port Arthur and Port William. At that time these ports were in their infancy, and the great Canadian Pacific railway was in course of construction. In 1884 he took command of the passenger steamer City of Montreal, plying between Port Arthur and Michipicoten river, for Marks & Co., of Port Arthur. From 1884 until 1888 he was mate on the steamer Vienna, Havana and Superior, respectively, and in 1888 and 1889 sailed the schooner S. H. Kimball. In 1890 he sailed the schooner John Martin; in 1891 the steamer Superior; in 1892 the steamer R. P. Ranney; in 1893 the steamer Henry Chisholm; in 1894, '95, '96 and '97 the steamer Hesper; and in 1898 the steamer Gladstone.

Captain Howell's home is at Erie, Penn., where he married, February 2, 1876, Miss Annie Hart. He has five children living: Hannah; John, Frederick, Paul and Annie. Captain Howell is a member of the Shipmasters Association, and carries Pennant No. 1022.

CAPTAIN JOSHUA BAILEY, who has had quite as varied an experience as any master mariner on the lakes, and who carries his three-score years in a happy way, his good nature being proverbial, was born in Whitby, Ontario, August 28, 1839, a son of James and Rebecca (Ferguson) Bailey. His father was a native of the North of Ireland, while his mother was of English birth. They removed to Canada about the year 1824, locating at Whitby, where they purchased a farm and where they both passed to a better world. Capt. Joshua and John Bailey are

twins, and the mother died in giving them birth in 1839.

Capt. Joshua Bailey attended the schools in Whitby a short time, but when eleven years old ran away from home and shipped as cook on the schooner *Paragon*, Capt. Abraham Fairwell. The next year, 1851, he went before the mast on the schooner *Duke of Darlington*. On July 4 she capsized off the Highlands of Toronto, her cargo, consisting of forty-five tons of pig iron, having shifted; all of the crew were drowned except Captain Bailey, who succeeded in getting on the yawl, which was floating bottom side up, in which precarious position he passed the entire night. He was rescued the next morning, however, by the steamer *Magnet*, Capt. Towig, of Toronto. His next berth was before the mast on the schooner *James Leslie*, closing the season on the schooner *New Haven*, with Capt. George Stone, with whom he sailed at various times for seventeen years. In the spring of 1852 he shipped on the Canadian barks *Alice* and *Fawn*, and, after the latter was stranded, on the schooner *Ellington* until October, after which he transferred to the schooners *Thornton*, *Lewis Wells*, and *S. Robinson*. In 1853 he shipped on the schooner *Queen City*, Capt. George Stone, and that winter kept ship and remained with her seven years, making a winter voyage, however, in 1858, from New York to Liverpool, in the *Three Bells*, of Glasgow, finally reaching the position of mate.

In the spring of 1862, Capt. Joshua Bailey was appointed master of the schooner *F. T. Barney*, which he sailed seven years. In 1869 he joined the scow *Wellhouse* as pilot for one trip, but closed the season as mate of the bark *Coyne*, going the next spring with Capt. E. C. Roberts, until June, when he was appointed master of the schooner *William B. Ogden*. In the spring of 1871 he joined the schooner *Escanaba* as mate, remaining until the *Nellie Redington* came out new, when he was appointed to her two seasons, making a last trip, however, in 1872. His next berth was on the new steamer *E. B. Hale* as mate, retaining that office six years, and in 1879 he was ap-

pointed master of the schooner *Escanaba*; but, after sailing her successfully for five years, she stranded on Gull Island Reef on June 18, 1883. The Captain was then transferred to the schooner *J. F. Card* as master. His next vessel was the schooner *Joseph Paige*, on which he went as mate; but in September he joined the steamer *R. J. Hackett* in a like capacity. In the spring of 1885 Captain Bailey became mate of the steamer *A. Everett* with Capt. Albert Meyers, retaining that position three years. Then followed three seasons, during which time he was mate, a season each, of the steamers *Smith Moore*, *Continental* and *Mariska*, coming out with her new and working in the Globe shipyard at Cleveland during the winter months. In the spring of 1891 he joined the steamer *C. J. Kershaw* as mate, closing the season as master, and sailing her the following season; then went as mate on her in 1893, but closing the season in the steamer *V. H. Ketcham*. The next season Captain Bailey entered the employ of the Minnesota Steamship Company as mate of the steamer *Maruba*, transferring to the steamer *Marina*, on which he remained two seasons. In 1897 he was appointed mate of the steamer *Nyanza*; but in July he joined the steamer *Senator*, and remained with her until the close of the season of 1898.

Socially he is a Royal Arch Mason, and has belonged to Masonic bodies for thirty-seven years.

On July 24, 1863, in Vermilion, Ohio, Capt. Joshua Bailey was wedded to Miss Louisa Meyers, daughter of John and Persis (Whepley) Meyers, the former of whom was a native of Pennsylvania and the latter of Vermont. The children born to this union are Frederick Albert and Mary Louisa, now the wife of George Randerson, of Cleveland. Socially, Captain Bailey is a Royal Arch Mason, and has belonged to Masonic bodies some thirty-seven years. Mrs. Bailey's brother, Albert Meyer, who was a skillful steamboat master, lost his life at the time of the foundering of the steamer *Western Reserve* on Lake Superior, about sixty miles north of the Sand Hills, and it will be remembered that but one man, a Mr. Stew-

art, of Algonac, lived to recount the disaster.

FREDERICK A. BAILEY, son of Capt. Joshua Bailey, is a well known steamboat master, and for the season of 1899 has been appointed to the steamer *Mariska*, of the Minnesota Steamship Company. Socially, he is a Master Mason of Ely Lodge, in Vermilion, and a member of the Ship Masters Association, carrying Pennant No. 958. Capt. Frederick A. Bailey was united by marriage to Miss Marie Martin, of Vermilion, Ohio, the ceremony taking place on September 24, 1890. One son, Charles Albert, has been born to them. Both father and son have fine modern-built homesteads in Vermilion, Ohio.

CAPTAIN DANIEL P. CRAINE, who has been remarkably fortunate with the vessels and steamers under his command during his lake-faring life, is a son of Thomas and Esther (Gellen) Craine, and was born in Mentor, Ohio, March 28, 1847. His father was a native of Liverpool, England, and his mother of Douglas, Isle of Man.

Thomas Craine, the father of our subject, had mastered the science of navigation, which, as a private tutor, he taught pupils at Liverpool for nine years with good results, also engaging in shipbuilding, being an expert in that capacity also. He crossed the Atlantic with his family in the year 1845, first establishing his home at Mentor, Ohio, where he remained about three years, going thence to the Headlands, two miles above Fairport, where he purchased a farm. The next scene of his labors was in the shipyard of Quayle & Martin, during the winter months, but occupying himself during the season in fishing at the Beavers, operating his own outfits. This continued about three years, followed by four seasons at Sand Beach; he also operated in the fishing business out of Pentwater, Mich., later his son, Daniel P., lending him material assistance in all of his enterprises at this time.

To revert to the subject of this sketch, Capt. Daniel P. Craine, as been has said, assisted his father in the fishing business in the summer and became a good boatman,

but during the winter months he attended the public schools in Cleveland. His first independent enterprise was in the fruit trade on the east shore of Lake Michigan, with the little schooner *Abby*, in which he owned an interest. This was followed by an investment in the schooner *Frances* and scow *Minnie Corbitt*, which he built at Pentwater, and which he operated between Pentwater and Chicago, selling her at the close of the season. In the spring of 1868 he purchased a fishing outfit and operated out of Pentwater on his own account, and the next spring, after disposing of his outfit, he shipped before the mast in the schooner *Hamilton*, of Oswego, with his brother, Capt. William G. Craine. In 1870 he purchased a half-interest in the schooner *Souvenir*, which he sailed between east-shore Lake Michigan ports, Chicago and Milwaukee, in the lumber trade, his schooner carrying about 87,000 feet. He sold his interest that fall, and the next season sailed as mate.

In the spring of 1872 Captain Craine was appointed master of the schooner *North Star*, owned by Phillips & Brown, of Chicago. After the close of the season he purchased a one-third interest in a shingle-mill on the Muskegon river, selling at the end of the year, and going as mate of the schooner *Winnie Wing*, the next season assuming command of the schooner *Beloit*. In the spring of 1876 the Captain entered the employ of Capt. J. S. Dunham, as master of the schooner *Moses Gage*, transferring to the *Lottie Wolf*, and *Pensaukee*, remaining about eight years, and giving eminent satisfaction to the commodore. In 1884 Captain Craine assisted in the construction of the schooner *James Mowatt*, at Milwaukee, took a fourth-interest in and brought her out new, sailing her three seasons. In 1888 he returned to Milwaukee to take charge of the schooner *Davidson*, building at Wolf & Davidson's shipyard, brought her out new and sailed her two seasons, after which he went to work in the shipyard to superintend the construction of the steamer *Fred Pabst*, which he also brought out and sailed that season. In 1892 he was appointed master of the large steamer *Ferd Schlesinger*, which

he has continued to command at the time of this writing, making an enviable record as vessel and steamboat master, one which has been free from serious casualty or disaster, due in a great measure to his strict temperance principles, and coolness and resource in time of danger.

Capt. Daniel P. Craine was wedded to Miss Elizabeth Underhill, of Pentwater, Mich., on September 17, 1866. The children born to this union are Elmer W., at present master of the steamer John Duncan; and Arthur D., bookkeeper for the firm of Murphy Bros., wholesale tailoring establishment in Chicago. The Captain's first wife passed to the spirit world in 1871, and two years later, on September 14, 1873, he led to the altar Mrs. Nellie E. Elms, of Milwaukee. When not on the steamer the Captain makes his home at the "Schlitz Hotel" Milwaukee, Wisconsin.

CAPTAIN WILLIS E. CHILSON, although young in years, has come rapidly to the front, and is now in command of one of the large cargo carriers. He was born in Painesville, Ohio, October 7, 1865, and on both paternal and maternal sides descends from a line of competent master mariners.

Captain Chilson is a son of Charles E. and Julia (Lamar) Chilson. His father was also a native of Painesville, having been born there on September 9, 1843, and commenced sailing when he was but nine years old. From boy and man before the mast he became master and owner, and in 1866 he was placed in charge of the schooner H. A. Lamar. He then purchased the managing interest in the schooners C. H. Burton, Columbia, Selkirk, General Franz Sigel, Itasca, Erastus Corning (which went ashore on Poverty Island), the I. M. Foster and the Conrad Reed, and built the steamer Hubbell, but sold out his interest before she was launched; also owned in tug Relief, all of which he sailed at various times, and his son Willis E. being interested with him in many of his vessels. During the season of 1898 Capt. Charles E. Chilson took the schooner Verona, chartered by the Canada Atlantic company, to the coast for Capt. J. C. Gilchrist, and passed the winter in Nova

Scotia. The brothers of Capt. Charles E. Chilson were William, who died in October, 1893; Capt. D. E. Chilson, who is sailing the steamer Margaret, and James, who has also sailed. Mrs. Chilson's father, Capt. H. A. Lamar, who also an extensive owner of vessels and sailed out of Chicago for many years; he was pilot of the notable steamer Western World and other side-wheelers in early days trading between Buffalo, N. Y., and Monroe, Mich. He was also keeper of the lightships at Waugoschance for many years, and was mate of several of the steamers of the Evans line of Buffalo. Later he became wrecking master for insurance companies, the Griffith, which was stranded off Euclid, being one of his best jobs. He was born in July, 1814, and died at Fairport, on May 15, 1897. His daughter Julia has a good practical knowledge of the uses of the compass, charts and lake lights, having sailed with both her father and her husband.

Captain Willis E. Chilson, after receiving a liberal public-school education in Lorain, commenced sailing in 1879 with his father as boy on the schooner H. D. Root, and two years later he transferred to the Conrad Reed in the same capacity. During the year 1882, his father having purchased a lime kiln at Lorain, he stopped ashore and assisted in running it; but the next spring he shipped as wheelsman on the tug Relief, and remained with her until July 11, 1884, when she was destroyed by fire at the passage on Lake Erie. The crew jumped overboard, and were rescued by the tug Col. Davis. Captain Chilson then shipped before the mast on the schooner I. N. Foster. In the spring of 1885-86 he was appointed mate of the schooner General Franz Sigel, his father being master and owner, and in 1887 he took command of the schooner Selkirk. This was followed by a season as master of the General Franz Sigel, and three seasons as master of the Itasca. He then sailed the schooner Ed. Kelly one season.

In the spring of 1893 Captain Chilson was appointed master of the steamer A. L. Hopkins, and sailed her until the middle of the season of 1898, when he entered the

employ of the Minnesota Steamship Company as second mate of the steamer *Marina*, closing the year as mate of the steamer *Mariska*. In the spring of 1899 he will bring out the large barge *Manda*.

Socially the Captain is a Master Mason of Lorain Lodge No. 52; a member of the Black River Lodge, Independent Order of Odd Fellows, and of the Ship Masters Association, carrying Pennant No. 1005. His father is also a Master Mason, and a member of the Maccabees. Capt. Willis E. Chilson resides with his parents in their handsome homestead, No. 1317 East Erie street, Lorain, Ohio.

CAPTAIN WILLIAM YOUNG, a navigator and skillful steamboat master, is a popular and highly esteemed citizen of Vermilion, Ohio, which place he has made his home for the last forty-five years. He is a well-read man, of unusual good conversational powers, and after passing through the public schools of his native place, studied navigation in 1848, under a private tutor, named John Dens.

Capt. Young is a son of Edward and Margaret (Nolan) Young, both natives of Baltimore, Ireland, where the subject of this sketch was born on February 13, 1833. He comes of a long-lived family, his father living to the age of eighty-six, and his mother to be eighty-four. His father, grandfather and great-grandfather were all masters and owners of ocean-going vessels, and it may, therefore, be said that Capt. William Young is a born sailor. At the age of nine years he made trips on the Atlantic, coasting between Baltimore, Liverpool and Wales in the schooner *Mary Young*, owned by his father. In 1850 he shipped in the barkentine *Jessie*, of Dundee, bound for Santiago and Mexican ports, and returned to London, the voyage lasting about six months. He then went to Baltimore, Ireland, and again joined the *Mary Young*, remaining with her until August, 1852, when he took passage with his bride in the steamer *Cornelia* for New York, going thence to New Orleans, where he became foreman of a gang of stevedores.

In the spring of 1854 Capt. William Young came into the Great Lake region, lo-

cating in Vermilion, and the same year shipped with his uncle, Capt. C. Young, in the schooner, *Thomas Corwin*, closing the season in the brig *Greyhound*, with Capt. B. Robinson. The next spring he joined the schooner *Queen City*, which was commanded by Capt. J. Grover. In 1856 he was appointed mate of the schooner *Bemis*, with Captain Estes, going the next season as mate of the schooner C. J. Roeder, of the Minch line, closing the season in the schooner A. Bradley, and in 1858 transferring to the B. Parsons, to which he had been appointed mate. In the spring of 1859 he got his first vessel, the schooner C. J. Roeder, to sail, and after a season he took the schooner J. C. Fremont and the B. Parsons, with which he remained until the close of 1863. This was followed by two seasons in the schooner I. W. Nicholas. In the spring of 1866 he was appointed master of the new sthooner C. P. Minch, which he sailed with good results for five years, and was then made master of the new schooner *Fred A. Morse*, holding that position seven seasons, going from her into the steamer *John N. Glidden* as master, sailing her seven seasons. In 1887 Captain Young was appointed master of the steamer *Philip Minch*, a command he held until the fall of 1897, when he laid her up in Chicago, and resigned with the purpose of retiring from active life on shipboard. He then went home to enjoy the fruits of an industrious life which covered nearly one-half of a century, forty-two years of which were passed in the employ of Capt. Philip Minch.

On August 6, 1852, Capt. William Young was wedded to Miss Johanna Sullivan, of Baltimore, Ireland. Ten children were born to this union, of whom five still survive: Daniel J., who is a member of the Cary-Lombard Lumber Company; Annie, now the wife of M. J. Haley, timber agent in Montana; Mary, wife of William P. Cary, of the above named lumber company; Johanna, wife of M. F. Fanning, employed in the office of the Lake Shore railroad at Ashtabula; and Katie, who is still at home. The family homestead is spacious, and gives evidence that the Captain retired with a good competency. It is situated at the cor-

ner of Ohio and Decatur streets, Vermilion, Ohio. Socially the Captain is a member of the Ship Masters Association, and carries Pennant No. 408.

WILLIAM WALLACE WATTERSON, the efficient superintendent of the Cleveland Ship Building Company at Lorain, is one of the youngest shipbuilders that has ever attained to so important and responsible a position. He was born at Peel, Isle of Man, May 5, 1861, a son of John and Christian (Wallace) Watterson. His father was also born on the Isle of Man, and was a master mariner and owner of several schooners, among which were the Boomsang, Dart and Mona, the last named being christened in honor of the ancient name of the Isle of Man. The mother was born in Fifeshire, Scotland, a daughter of William Wallace, a lineal descendant of the great and patriotic warrior Sir William Wallace, and this name has been borne by the eldest son of all the descendants through all the generations since the death of that hero.

Mr. Watterson, our subject, was educated in the public schools of his native land, after which he became an apprentice to Thomas Watson, a shipbuilder at Peel, with whom he remained until he was nearly twenty years of age. In 1881 he went to Liverpool and joined the full-rigged ship *Elwy*, of that city, as carpenter on a voyage to the west coast of South America, touching at Valparaiso, Coquimbo, Chaural and Iquique, then returning to Falmouth, England, thence proceeding to Hamburg, Germany, the time occupied being one year and nine months. He left his ship at Hamburg and returned home, where he engaged in shipyard work for two years.

In the year 1885 Mr. Watterson came to the United States, locating in Cleveland, where he found employment with the Cleveland Dry Dock Company as superintendent, and looked after the construction of the steamer *Horace A. Tuttle*. The next year he was appointed superintending builder in the yards of William Radcliff, the steamers *Philip Minch*, *Maurice B. Grover*, *Gladstone*, *Pasadena* and *Hesper* being built under his direction. He remained with Mr.

Radcliff and the Ship Owners dry dock until September 1, 1898, on the 10th of which month he was appointed superintendent of the Cleveland Shipbuilding Company, at Lorain, a position he now holds. Since his appointment he has launched the steamers *Clarence A. Black* and *Pennsylvania*, and has under construction a large steamer for Capt. Thomas Wilson, one for W. Hawgood, and one for A. B. Wolvin. Mr. Watterson, as a naval expert, has been frequently in demand to act on wreck surveys, etc., but since he has accepted his present responsible position he generally declines these encroachments upon his time.

On October 23, 1893, Mr. Watterson was wedded to Miss Laura McGarvey, daughter of Patrick and Harriet (Crowe) McGarvey, and sister of Capt. William McGarvey. One son, William Wallace, has been born to this union. The family homestead is at No. 8 Watterson street, Cleveland, Ohio. Socially Mr. Watterson is a Master Mason, being a member of Bigelow Lodge in Cleveland.

WILLIAM M. McDONALD, one of the sons of Donald and Hannah (Doyle) McDonald, has, like his brothers, A. J., I. K. and F. C., adopted a sea-faring life. He was born at Buffalo, N. Y., October 8, 1863, and began his sailing career at the early age of thirteen by shipping as boy on the schooner *Edward Blake*, on which he remained for a term of four years. During the next four years he served before the mast on several vessels, among them being the *Leadville*, *Cortez*, *J. J. Wurtz*, and *Jesse Drummond*.

Mr. McDonald began steamboating in 1884, as wheelsman on the *Boston*, and was on the *Vanderbilt*, in a like capacity, for the season of 1885, going back to the *Boston* for that of 1886. In 1887 he was second mate of the *Hudson*, when she was brought out new, being on her about two months when he transferred to the *Harlem* for her maiden trip, and remained on her the balance of that season. The season of 1888 he divided as second on the *Vanderbilt* and *Tioga*, and the two succeeding ones was second of the *Russia*, after which he spent

one season each as second on the Scranton, Russia, Wyoming, and Florida. For 1895 he was mate of the Lackawanna, and during 1896 of the F. & P. M., No. 5, for about two months, leaving her to go on the Grand Traverse, on which he was only eight days, when the Livingston ran into and sunk her off Colchester, Lake Erie. He finished the season as second of the Scranton, and for the season of 1897 was mate of the Wyoming. Mr. McDonald is a member of local Harbor No. 41, Buffalo Harbor, and Lake Pilots Association. He is a single man, and resides with his mother at No. 326 N. Division street, Buffalo, New York.

CHRISTOPHER J. MCGURN, although a young man, has by his efficiency in both theory and practice, already attained to a responsible and lucrative position. But eight years have passed since he first adopted marine engineering as a profession, and he has advanced so rapidly that he is now chief engineer of the Reed Wrecking Company, and practically has under his charge the machinery of the three tugs of the line, together with the entire wrecking outfit. His knowledge of machinery appears to be intuitive, and he has doubtless inherited a share of his father's mechanical genius.

Mr. McGurn is a son of John and Elizabeth (Maloy) McGurn, and was born in Bay City on Christmas day, 1866. He has a brother Thomas, who is a marine engineer, now serving as second in the Protector. His mother's brother, Thomas Maloy, was also a marine engineer, and the fraternity lost a trustworthy brother when death claimed him on January 26, 1897, in Bay City, Michigan. Christopher McGurn acquired his education in the public schools at Cheboygan, to which place he moved with his parents, after which he went to Duncan City to work in the shop with his father. In the spring of 1890 he first devoted himself to marine engineering, preliminary to which he shipped as fireman with his uncle, Engineer Thomas Maloy, in the steamer W. H. Sawyer. The next season he joined the steamer Iosco as oiler

with Chief Thomas Welsh. In the spring of 1892 he shipped as oiler in the steamer Neosho, remaining in her until May, 1893, being advanced to the position of first assistant engineer the second season, and was then transferred to the Neshoto holding that berth until the fall of 1894. The next spring he was appointed second engineer of the passenger steamer Lawrence, of the Graham & Morton Transportation Company. In the spring of 1896 Mr. McGurn entered the employ of the Reed Wrecking Company as second engineer in the lake tug George W. Parker, and in July was appointed chief and laid her up that fall. The next season he was transferred to the fine steamer tug Protector, as chief engineer, with supervision over the other tugs of the company and the entire machinery of the wrecking outfit, which responsible position he holds at this writing. During the winter months he is employed in overhauling and repairing the engines and machinery of the company, and by industry and ability commands the entire confidence of his employers.

Fraternally, Mr. McGurn is a member of the Marine Engineers Beneficial Association, and has been, during the last three years, recording secretary of Cheboygan Lodge No. 55. He makes his home with his parents in Cheboygan, Michigan.

CAPTAIN BENJAMIN WILKINS (deceased) was the first child born to Capt. Thomas and Anna (Henton) Wilkins, and will be remembered by older shipmasters as one of the most popular and skillful steamboat captains on the lakes. He was born at Gospel Hill, near the city of Erie, Penn., commenced his lake-faring life with his father, and was shipmate with Capt. John H. Richards, and many other masters who became notable in after years. After acquiring the necessary lore, he entered the employ of Gen. Reed as master of the steamer Missouri, having previously sailed in the Reed line in other capacities. His next commands were the steamers Illinois and Sandusky, and the first propeller of which he was master was the Ontonagon. He then associated himself with the Spencer

line (headquarters at Chicago), as master of the steamers Ironsides, Planet and others.

In the winter of 1867-68, Captain Wilkins superintended the work of removing the machinery and cabin of the Planet to the steamer Northwest, which was new that year, and sailed her during the season of 1868 between Cleveland and Bayfield. She has since been christened Greyhound. The next season he purchased an interest in the steamer Cuyahoga, one of Captain Spencer's vessels, and sailed her two seasons. In the spring of 1871 the captain entered the employ of the Anchor line as pilot on the steamer Winslow until June, when he brought out new the iron propeller India for the Atlantic, Duluth and Pacific line, and commanded her until June, 1873, when that line discontinued business. He was then appointed master of the steamer Winslow, and continued to sail her until the fall of 1877. The next spring he was again made master of the India, then operated by the Lake Superior Transit Co., which was formed by the consolidation of the Anchor, Union and Western lines, and sailed her up to the time of his death, which occurred on October 6, 1880.

Capt. Benjamin Wilkins married Miss Anna Backus, of Gospel Hill. The children born to this union were Joseph H., Thomas E., Parks C., W. W., Clara L. (now Mrs. E. S. Mayloy), Jennie M. (now Mrs. G. M. Mitchell), and Miss Sarah Prescott, all the daughters now living in Chicago.

CAPTAIN W. W. WILKINS, the fourth son of Captain Benjamin and Anna (Backus) Wilkins, was born in Erie, Penn., on September 22, 1859, and received a liberal education in that city, passing one term in the high schools, sailing during vacations with his father, thus learning the elementary duties of the sailor's life, and in the spring of 1877 he shipped on the steamer Winslow, of the Anchor line, his father being in command. The following season he joined the India as lookout, being advanced to the berth of wheelman. In 1880 he received his license and was appointed second mate of the Arizona, with Capt. Ed Mooney, in 1881 going as second mate with

Capt. M. H. Murch in the Winslow, but closing the year as car recorder in the Lake Shore railroad yard at Erie. In the spring of 1882 Capt. W. W. Wilkins became second mate of the steamer Annie Young, with Capt. W. D. Waite; in 1883 was mate of the steamer China; 1884 mate of the steamer Idaho, of the Lake Superior Transit Co., remaining until the close of the next season with Capt. Alex Clark, and in 1886 he entered the employ of the Lake Michigan & Lake Superior Transit Co., as mate of the steamer City of Fremont, which plied between Duluth and the Portage, on Lake Superior, touching at other south shore ports. That fall he left the lakes for a time, and, after attending the funeral of his mother, he went to Minneapolis in a business capacity.

In the spring of 1889, however, Captain Wilkins returned to the lakes, shipping as mate on the steamer Samuel F. Hodge, but closing the season on the Lehigh Valley line steamer Henry Packer, with Capt. W. D. Waite. In 1890 he was mate of the Badger State, with Capt. J. H. Smith, until October, when he transferred to the steamer William H. Stevens, making two round trips, Duluth to Ogdensburg, laying up the steamer in Duluth on December 6. During the seasons of 1891-92 he sailed as mate on the steamer of John M. Nicol, with Capt. Albert Stewart; 1893-94 as mate of the Badger State, with Capt. James Kennedy; 1895-96 as mate of the steamer Boston, with Capt. Dugal Buie, taking command of the steamer the last trip on account of the illness of Capt. D. Buie. In the spring of 1897 Captain Wilkins entered the employ of James McBrier, of Erie, as master of the steamer Nyanza, of which he is still (1899) in command.

On August 22, 1891, Capt. W. W. Wilkins was wedded to Miss Hattie Saulsbury, daughter of Schuyler and Miranda (Force) Saulsbury, and the children born to this union are Anna Louise and Cameron Merle. The family home is at No. 1824 Myrtle street, Erie, Penn. The captain is a member of the Ship Masters Association, Buffalo branch, No. 1, his Pennant being No. 1045, and of the I. O. O. F.

CAPTAIN A. E. GOODRICH, founder of the present line of boats known as the Goodrich Transportation Company, was born in Buffalo, N. Y., in about 1825. He was reared and educated in the schools of that city, and removed with his father's family in the later 30's to New Buffalo, Michigan, then one of the principal seaports on Lake Michigan, and which in the contemplation of the then settlers was to be the principal port on that lake.

Captain Goodrich, as a boy, began his long and useful career on the Great Lakes with his uncle, Capt. Harry Whitaker, sailing on Lake Erie. After coming to New Buffalo he began sailing in the capacity of clerk in the Ward line of steamers then running between Chicago and St. Joseph, Mich., in connection with the Michigan Central railroad, which had the mail contract between the East and the West. The Michigan Central railroad at that time was built as far west as Jackson, Mich. The usual line of emigration was from Buffalo and Detroit by boat, taking about sixteen hours; from Detroit to Jackson by railroad, thence by stage to St. Joseph in about nine hours, and St. Joseph to Chicago by the Ward line of steamers which was the only passenger line on Lake Michigan at that time, taking about three hours. This was the usual route until the spring of 1855 when the railroad was continued around the lower end of Lake Michigan to Chicago. Captain Goodrich continued in the employ of the Ward line until the spring of 1855, when, on account of the completion of the railroad around the lower end of the lake, Captain Ward sold his line of boats, consisting of six or seven, to eleven of his employes, Capt. Goodrich being one of the number. He became jointly interested in four or five of these boats with the ten other employes, and also in the same spring individually bought the Huron of the same line. This was the nucleus of the present line of boats known as the Goodrich Transportation Company. Later he sold his interest in the stock boats and retained the Huron. He then bought the propellers Ogontz and Wabash Valley in the next two or three years, and about the year 1859 he built the

steamer Union at Manitowoc, Wis. Soon after this he bought the Comet and the Sea Bird of Capt. Ward, and then the steamers Michigan and Planet from the Northwestern railroad. He then built the Sunbeam, Northwest, Arion, and Manitowoc at Manitowoc, Wis.; he also added to his line of steamers, the G. J. Truesdell, which he purchased of Martin Ryerson. This was the fleet of boats that Captain Goodrich had gathered together as an individual.

In the winter of 1868 the Goodrich Transportation Company was organized with A. E. Goodrich, president; Joseph Goodrich, first vice-president; W. H. Wright, treasurer; and G. Hurson, secretary. At the organization of the company the boats that were put into the hands of the company were the steamers Northwest, Sea Bird, Arion, Comet, G. J. Truesdell, and the Ottawa and Manitowoc, which came out new in the spring of 1868. In the spring of 1869 the Sheboygan was built and the St. Joseph and the Skylark purchased, and added to the line; and in 1870 the Navarino and Corona were built, the latter receiving the machinery of the Comet, and the Orion was lost. In 1871 the Navarino was destroyed by fire, the Muskegon taking her place in the line. In 1872 the Oconto was built, receiving the machinery of the Skylark. The Menominee was also added to the line, and has since been thoroughly rebuilt, provided with new machinery and boilers, and her name changed to Iowa. In 1873 the Depere came out new, and the Manitowoc was dismantled and turned into a barge, her machinery going into the new Chicago, which was added to the line.

In 1881 the steel steamers City of Milwaukee, Michigan and Wisconsin were built by the Detroit Dry Dock Co., to the order of the Goodrich Transportation Company, for the Grand Haven and Milwaukee route, but sold to the Grand Trunk Railroad Company. The Michigan was sunk, the Wisconsin sold to the Crosby Transportation Co., and the City of Milwaukee to Graham and Morton. In the spring of 1882, the City of Ludington was built and added to the line, and in the winter of 1890 the City of Racine and Indiana came on the

line new. The Atlanta and the steel steamer Virginia, both new, were added. In 1898 the Georgia, practically new with entire new machinery and boilers, made her appearance as a candidate for popularity. The Goodrich Transportation Company's fleet of steamers now comprise the Virginia, Indiana, City of Racine, Iowa, Atlanta, Georgia, Sheboygan, Chicago, and the tug Arctic, the tug being stationed at Manitowoc. In the spring of 1899 the whaleback, Christopher Columbus, was chartered by the company, and will be operated as one of the Goodrich vessels.

The founder of the company, Capt. A. E. Goodrich, died in 1886, and was succeeded by his son, A. W. Goodrich, as president, the other officers being E. L. Upton, vice-president; H. W. Thorp, general manager; F. C. Reynolds, secretary; W. J. Louderback, treasurer; and J. W. Gillman, superintendent. This company, under the same name and substantially the same management, has been in existence longer than any other on the lakes.

The Goodrich Transportation Company run their vessels summer and winter, and have met with well-merited success. The season of 1899 opens out for them promisingly, and the addition of the whaleback Christopher Columbus to their service will no doubt prove a strong attraction.

LIST OF VESSELS CONSTRUCTED BY THE AMERICAN STEEL BARGE CO.

The output of the American Steel Barge Co. includes the following: *Steamers*—Colgate Hoyt, 2,835 tons capacity on 16 feet draft; Joseph L. Colby, 2,558; Charles W. Wetmore, 2,560; E. B. Bartlett, 2,584; A. D. Thompson, 2,532; Samuel Mather, 3,374; Thomas Wilson, 3,374; James B. Colgate, 3,374; Pathfinder, 3,591; Henry Cort, 3,192; James B. Neilson, 3,192; Christopher Columbus, passenger; John B. Trevor, 3,326; Frank Rockefeller, 4,548; John Ericsson, 5,272; Alexander McDougall, 6,000; Everett, built for the ocean trade; also a tug in use at the shipyard.

Barges—101, 1,320 tons capacity on 16 feet draft; Sir Joseph Whitworth, 2,780; John Scott Russell, 2,780; 104, 3,162; 105, 3,162; 107, 3,162; 109, 2,868; 110, 2,868; 111, 2,868; 115, 2,868; 116, 2,868; Standard Oil Co. No. 55, in oil trade; 117, 3,280; 118, 3,280; Sagamore, 3,591; 126, 2,868; 127, 2,868; 129, 3,280; 130, 3,280; 131, 3,280; 132, 3,280; 133, 3,280; 134, 3,280; Standard Oil Co. No. 75, oil trade; Standard Oil Co. No. 76, oil trade; 137, 4,817; Alexander Holley, 5,276; 201, 2,223; 202, 2,223; Constitution, 5,135; Maida, 5,391; also a barge on the ocean.



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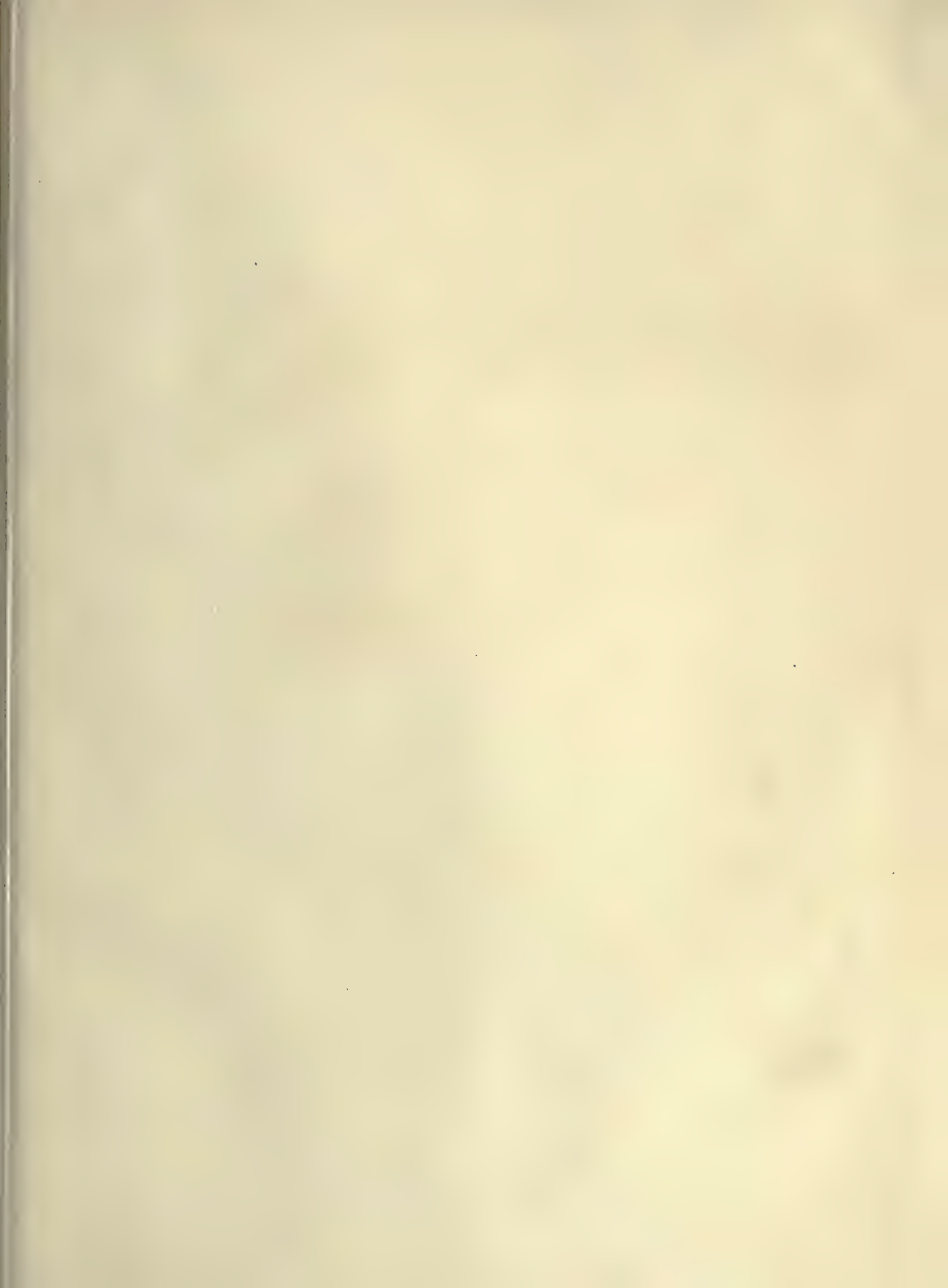
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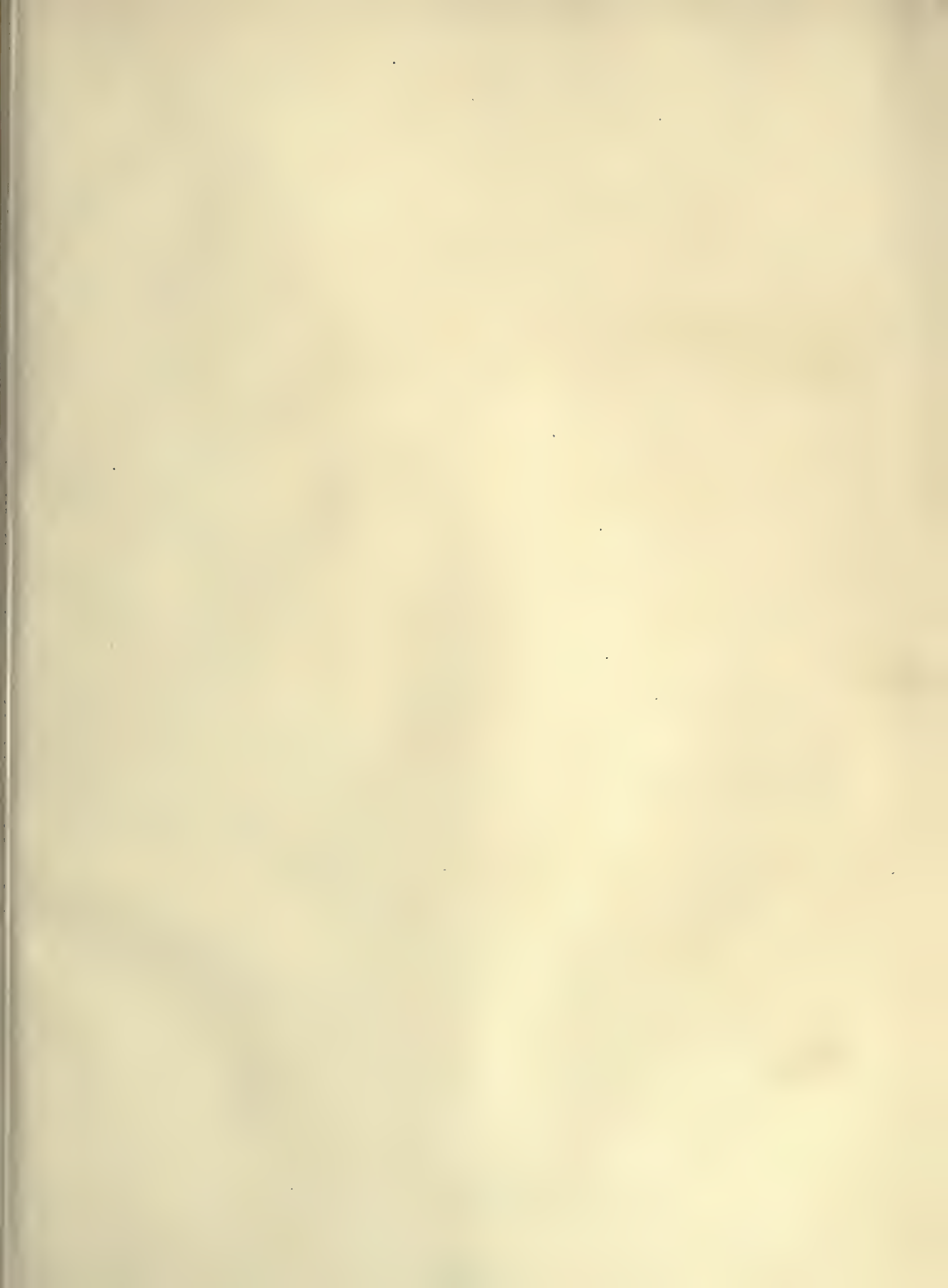
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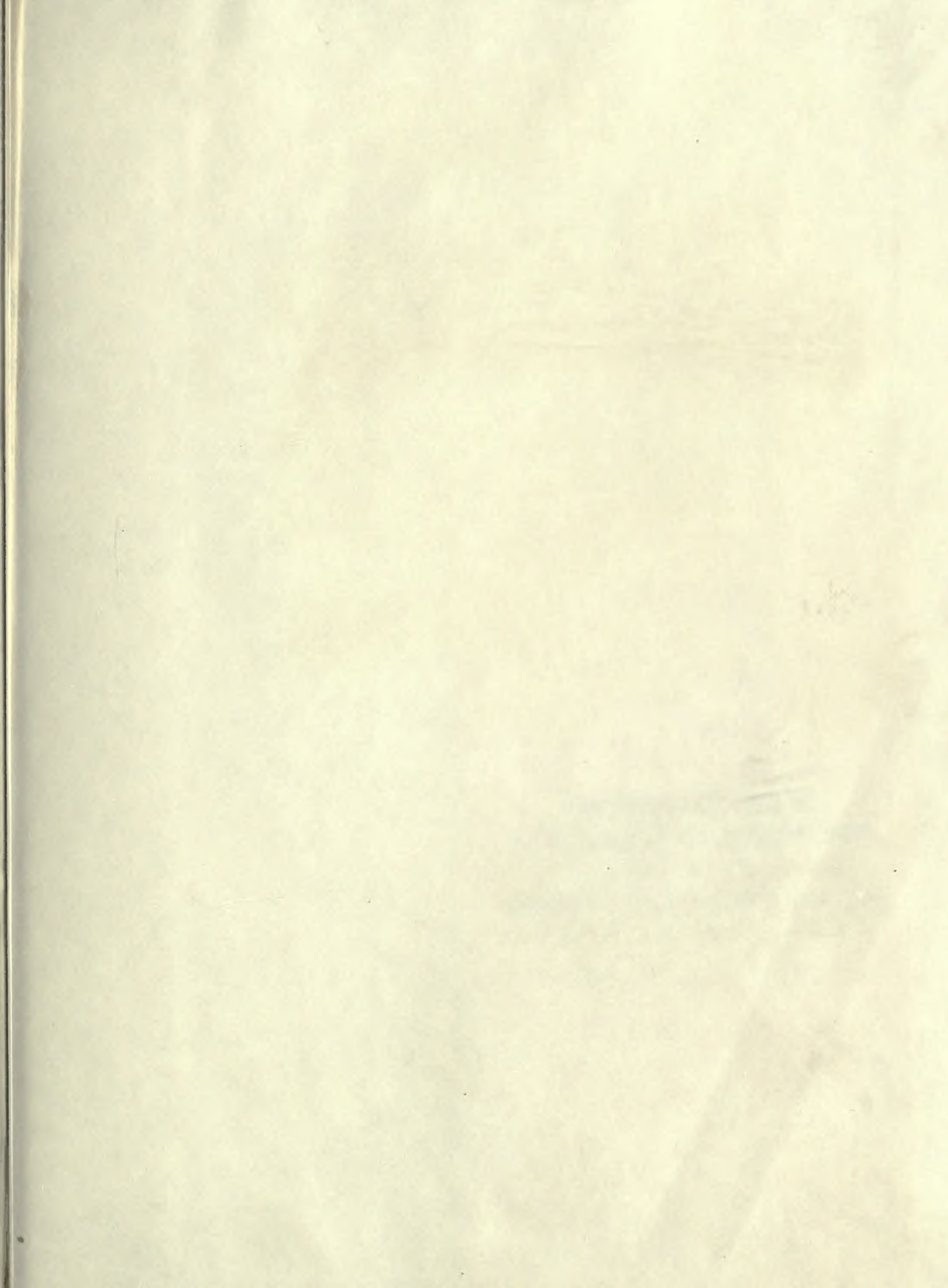
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